

# MORAN'S DICTIONARY



of  
**CHICAGO**

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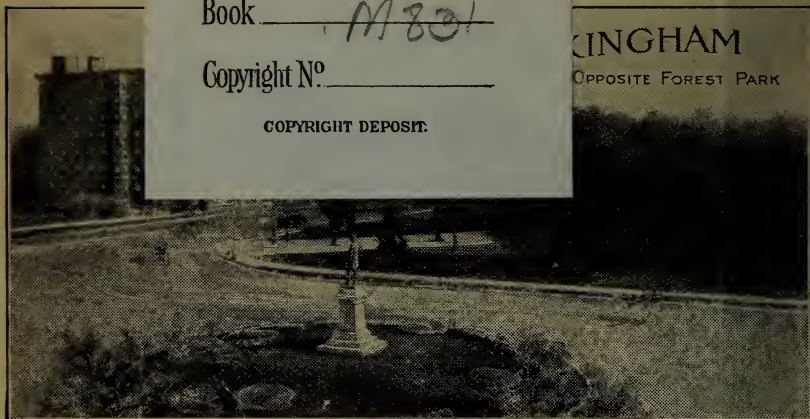
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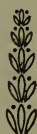
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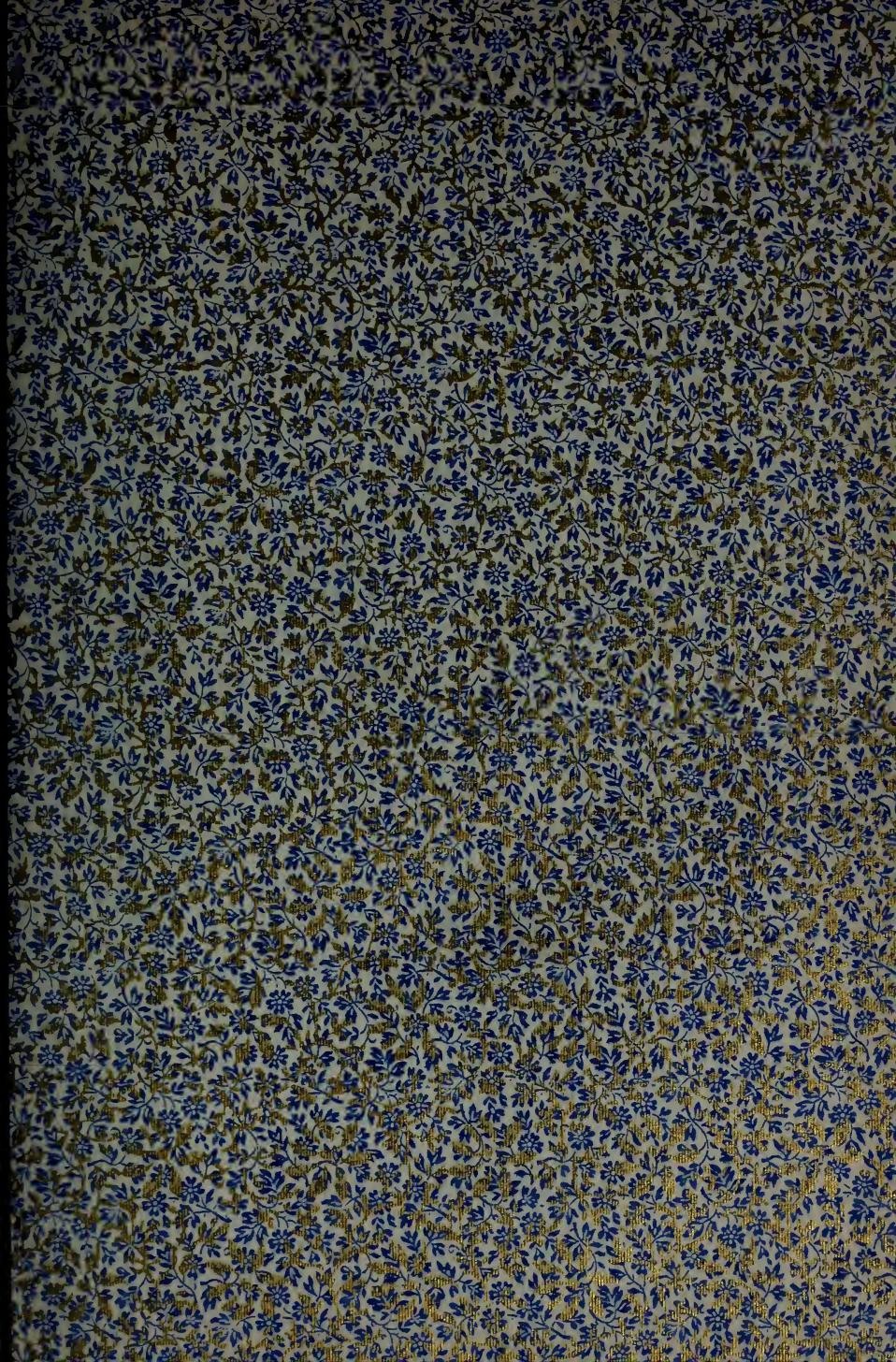


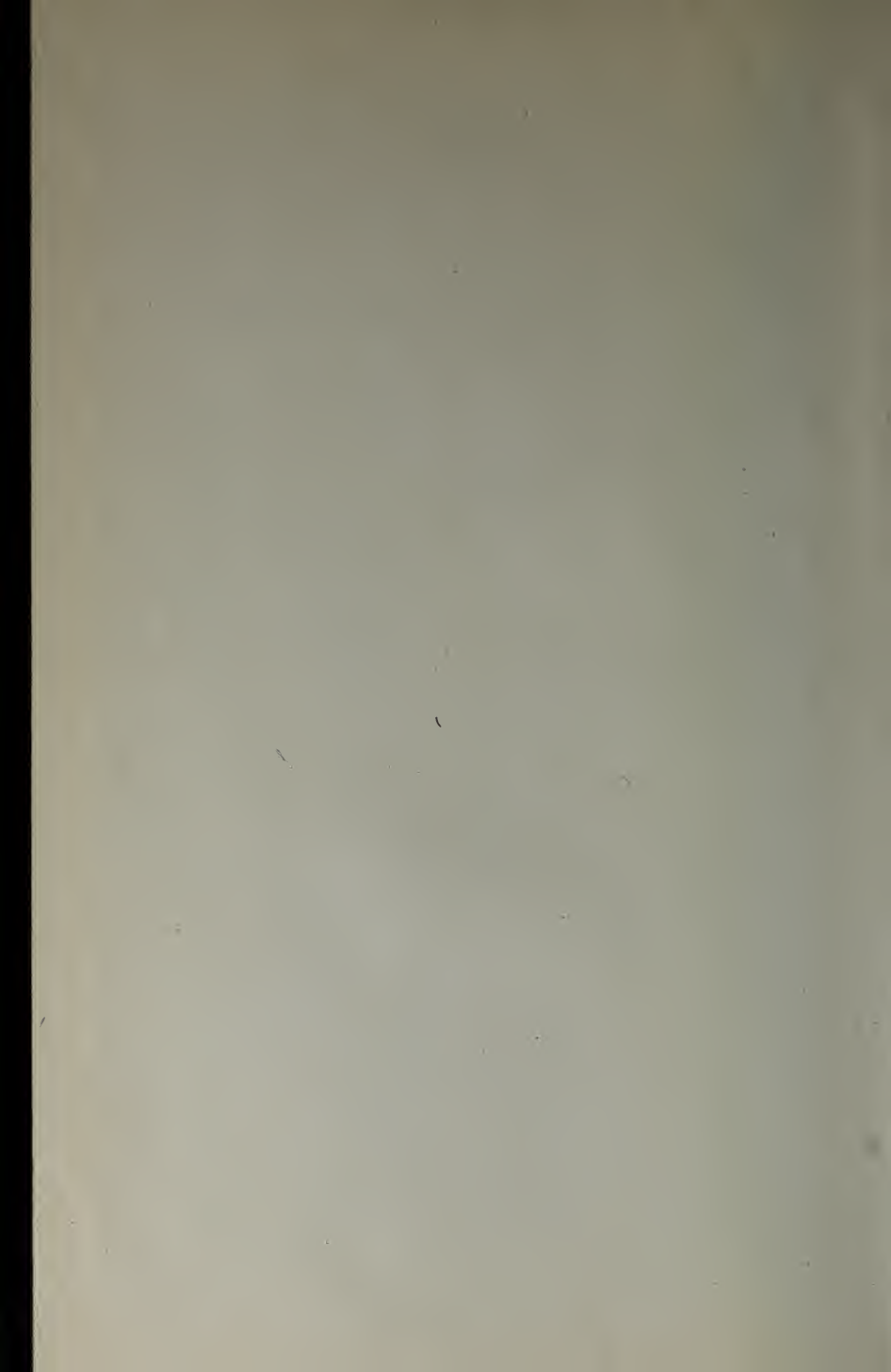
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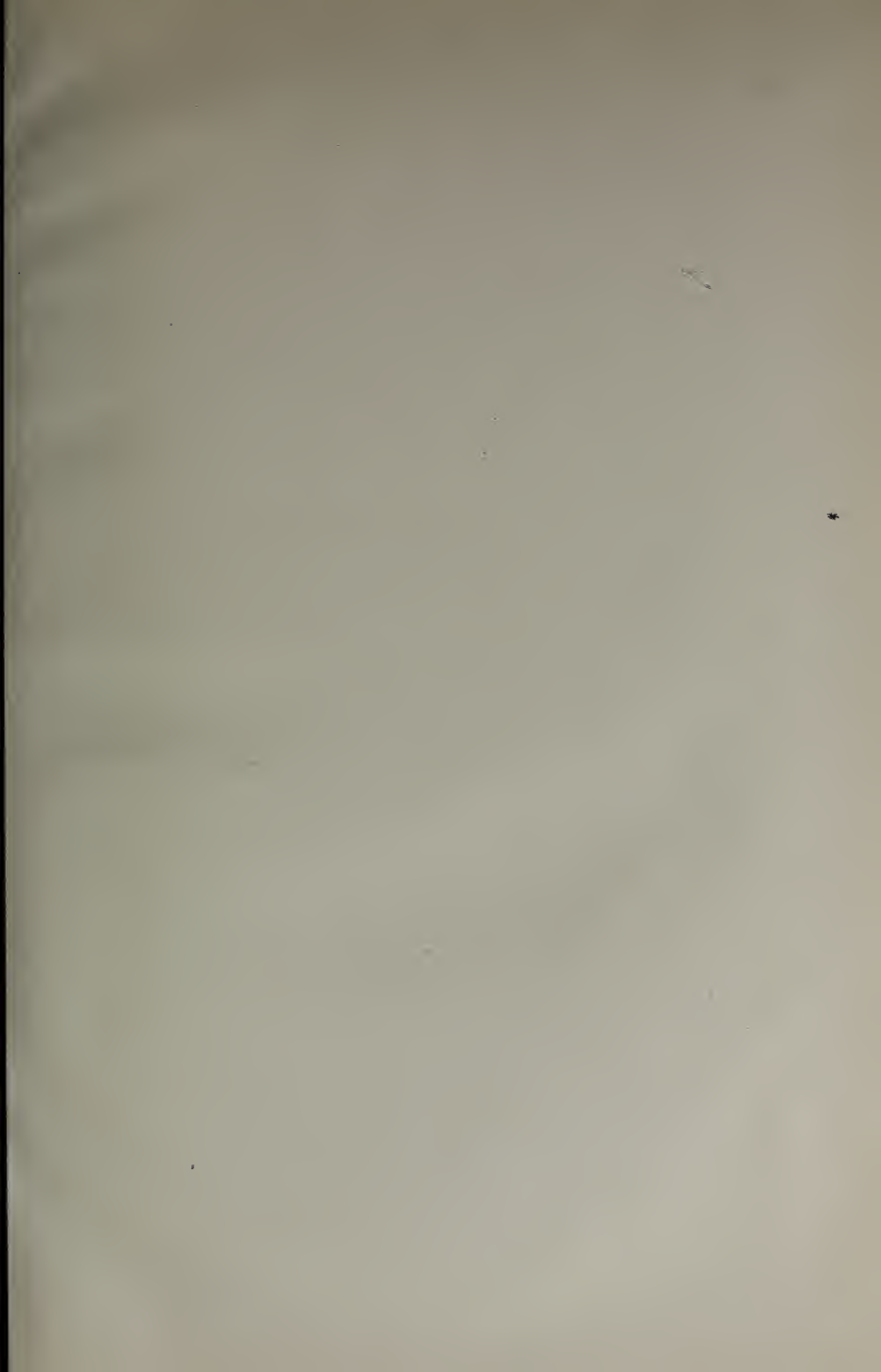
**WM. A. COCHRAN, General Manager.**



















*George E. Moran*

MORAN'S

# Dictionary of Chicago

AND ITS VICINITY

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AN ALPHABETICALLY ARRANGED DICTIONARY, COMPRISING ALL OF  
THE INTERESTS THAT CONTRIBUTE TO CHICAGO'S GREATNESS

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COMPILED BY

George E. Moran

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GEORGE E. MORAN  
PUBLISHER AND PROPRIETOR  
1623 MASONIC TEMPLE BUILDING  
CHICAGO, ILL.  
1909

SUMMER EDITION

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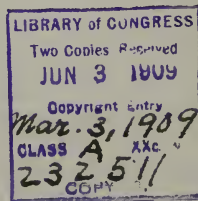
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## P R E F A C E

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During the year 1890 the publisher determined to do for Chicago what Dickens did for London, and the result is "Moran's Dictionary of Chicago."

That the book has proved of value and of the greatest convenience to the citizens of Chicago, and strangers as well, is the only excuse for its appearance. A careful examination of its contents will suffice to prove its superiority over other publications which claim to cover the same ground.

It is an Alphabetically Arranged Dictionary of Chicago. In other words, everything of a public nature is correctly located and briefly described under its appropriate name, and may be easily found by turning to the proper letter. For instance, the Auditorium will be found among the "A's," the Banks among the "B's," the Clubs among the "C's," the Hotels among the "H's," the Railroads among the "R's," the Streets among the "S's," etc.

The book is not an advertising scheme in any sense of the word. Advertisements do appear, but never in disguise, and in their proper places.

It is barely possible that errors may appear, and subjects which should be noticed are omitted. However, in future editions the work will continue to be made as nearly perfect as possible. With this brief preface it is launched forth by the Publisher, who is determined that it shall live to serve its purpose to the utmost.

The work will be issued quarterly and will be revised annually and new features added.

We desire to express our heartfelt thanks to our many patrons for their substantial encouragement in the past, and believe the effort put forth in the revision and publication of the 1909 editions will be fully appreciated, thereby enabling a more comprehensive "Dictionary of Chicago," with its innumerable subjects of general interest from year to year, the result being a library of "Chicago," condensed and yet comprehensive, every item of which will be of interest, easily referred to and advantageously applied.

THE PUBLISHER.



# MORAN'S

## DICTIONARY OF CHICAGO

### AND VICINITY

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**Abandoned or Lost Property.**—If left on any of the numerous street-car lines of this city, is carried to the nearest down-town office and left there for identification, a reasonable length of time, and then disposed of by public sale. All articles left in public halls or places of amusement, or on the streets, dropped by owners or thrown aside by criminals, are transferred to the officer in charge at the City Hall, under the direction of the Inspector of the Central Detail. It is wonderful where such an odd collection of sundries could all come from. These, too, are kept until no hope remains of their being reclaimed, when they are sold to make room for the constantly accumulating stock.

**Abattoirs.**—It is many years since the municipal ordinances allowed any animals to be slaughtered save at the stock yards. As the stock yards and packing houses are inseparable, see Union Stock Yards.

**Academy of the Sacred Heart.**—Located at 605 Pine Grove avenue, affords excellent educational advantages to the young of Chicago. It is conducted by the Sisters, who inculcate in their young lady pupils the principles of correct habits that fit them for the duties of life.

**Academies and Seminaries.**  
Academy Sacred Heart, 605 Pine Grove Ave.

Academy Fine Arts, 6 Madison St.  
Academy St. Scholastica, 4075 Ridge Ave.  
Academy Our Lady, Throop and 95th Sts.  
Armour Institute, Armour Ave., s. w. cor. 33d St.  
Art Craft Institute, 209 State St.  
Baptist Union Theological Seminary (now Divinity School of the University of Chicago), Ellis Ave. and 58th St.  
Bible Institute for Home and Foreign Missions of the Chicago Evangelization Society; Men's Department and office, 80 Institute Place; Women's Department and office, 228 to 254 La Salle Ave.  
Brooks' Classical School for Girls, 491 Adams St.  
Chicago Manual Training School, Michigan Ave., n. w. cor. 12th St.  
Chicago Manual Training School of the University High School, 58th St. and Monroe Ave.  
Chicago Musical College, 202 Michigan Ave.  
Chicago Theological Seminary, 81 Ashland Blvd.  
De La Salle Institute, Wabash Ave., cor. 35th St.  
Ephphitha School for Deaf and Dumb, 409 S. May St.  
Garrett Biblical Institute, Evanston; office 13 Reaper Bldg.  
German Lutheran Theological Seminary, 435 N. Ashland Ave.  
Holy Family Academy (Polish), 130 W. Division St.  
Lewis Institute, cor. W. Madison and Robey Sts.  
McCormick Theological Seminary of the Presbyterian Church, 1060 N. Halsted St.  
Moody Bible Institute of Chicago, 80 Institute Pl.  
Northwestern University, Evanston, Illinois.  
Northwestern University School of Music, Evanston.  
Northwestern University Law School, Dearborn, s. e. cor. Lake St.  
Secretarial Institute and Training



School of Young Men's Christian Association, 709, 153 La Salle St.

St. Ignatius College, 413 W. 12th St.  
St. Patrick's Academy, 374 Park Ave.

St. Stanislaus College, 136 W. Division St.

St. Viator's Normal Institute, N. 40th and W. Belmont Aves.

St. Xavier's Academy, 4928 Evans Ave.

Theological Seminary of the Evangelical Lutheran Church, 1301 Sheffield Ave.

University of Chicago, between 57th and 59th Sts. and Ellis and Lexington Aves.

Western Theological Seminary of the Protestant Episcopal Church, 1113 Washington Blvd.

**Academy of Sciences.**—Located in Lincoln Park, opposite Center street. The Academy of Sciences is the oldest institution of the kind in the city, having been founded in 1857 and incorporated in 1859. It lost a fine collection of birds, mammals, etc., in the fire of 1871. After the fire it had a building of its own, but had to surrender it to satisfy a debt, and for a time its new scientific collection was housed in the exposition building on the lake front. In 1893, through the generosity of Matthew Lafin, a building was provided in Lincoln Park. The museum is open free to the public.

**Advance in Manufactures.**—From the fourth place among the manufacturing nations we have advanced to the first place in less than fifty years, the amount of capital invested having increased from one billion to fourteen billion dollars. The value of manufactures has increased from two billion dollars in 1860 to twenty billion dollars. The great West has enjoyed its full share in this remarkable development. While the area of the United States is less than 6 per cent of the earth's land surface and our population is but little more than 5 per cent of the earth's population, we produce 43 per cent of the earth's total yield of wheat, corn and oats. We produce 78.8 per cent of all the corn grown; more than twenty per cent of the world's wheat crop, and our rail-

roads represent 39.5 per cent of the total mileage.

Do you know that less than sixty-five years ago the United States was compelled to import wheat to supply the deficiency in our own larder? Now the farmers of this goodly land annually produce nearly 700,000,000 bushels of wheat, 300,000,000 bushels of which are exchanged for foreign gold or the products of foreign soil, thus enriching our people and stimulating them to greater effort.

**Advertising Agencies.**—There are a number of these agencies in the city, several of them doing a very extensive business and affording a facility for the judicious placing of advertisements, which is in many cases of no small value to advertisers. Reputable advertising agents undertake to maintain an established credit with all the newspapers throughout the United States, and to procure the prompt insertion of an advertisement, without any extra charge for the service rendered; which service consists of quoting the price, printing or writing as many duplicates of the advertisement as may be required to furnish one to each paper to be used, forwarding the copy for insertion at their own expense for postage or messenger service, and examining the papers to see that the advertisement appears when and in the manner that it ought to. If errors or omissions occur, it is their duty to notify publishers at their own expense for labor, postage or messenger, and to see to it that the publisher of the paper actually does the specified service for which the advertiser contracted. They are paid for their services by a commission from the newspaper upon the price of the advertisement obtained by them. When it is desired to place a large line of advertising, or to advertise in papers likely to reach a special class of readers, the advertising agency has facilities which enable it to indicate the periodicals most likely to effect that pur-

pose, and to procure from them a special rate for the advertisement in question. Estimates are readily furnished on application, and the real strength of the agency lies in its ability to obtain the greatest concessions from publishers' rates. Of course, such a system is open to abuses, but when dealing with reputable agencies the advantages derived will be found to outweigh these, and care should be taken in this, as in all other matters, to deal only with reputable houses. At these agencies, files of all the newspapers in the country are kept, and strangers are courteously allowed to refer to them in case of necessity. Lord & Thomas, Wabash avenue, corner Randolph street, receive fully 1,000,000 newspapers through the mails each year. This firm also publishes a newspaper directory which contains an accurate list of all the newspapers and periodicals in the United States, now numbering no less than 20,000.

**Alderman Salaries \$3,000 Per Annum.**—After mild objections on the part of a distinctly unenthusiastic minority, the city council voted to raise the salaries of the aldermen to be elected in the spring from \$1,500 to \$3,000 and to allow secretaries at \$1,500 a year for the hold-over aldermen.

**All Souls' Church.**—Unitarian, at the corner of Oakwood boulevard and Langley avenue. The church is very handsome architecturally, and has a large congregation.

Ambulance and Hospital Service.	
Ambulance Runs—	1908.
Total runs made .....	15,153
Total miles traveled.....	100,764
Character or Removals—	
Sick or injured persons taken to hospitals .....	8,382
Sick or injured persons taken to home .....	899
Sick or injured persons taken to police stations.....	304
Dead bodies taken to morgues.	108
Dead bodies taken to residences	1
Insane persons taken to De-tention hospital .....	54
Aged and destitute persons taken to institutions for their care .....	6
Abandoned children taken to public institutions .....	1

Contagious disease cases re-moved .....	1,272
Miscellaneous removals .....	2,496
Cases investigated, no service rendered, and false calls....	1,899
Emergency Treatments by Ambulance Surgeons—	
Treatments at police stations and en route.....	3,067
Treatments at places of accident (no removal).....	365
Emergency Relief Station (Opened May 4, 1908)—	
Patients treated and cared for	1,027

**American Trust Building.**—Located northeast corner of Monroe and Clark streets, fronting 125 feet on Clark street and 90 feet on Monroe street. The building is eighteen stories high and of the most modern construction throughout.

The equipment includes high-speed elevators, and vacuum cleaning system for all offices, and the service throughout is maintained at the highest standard.

The American Trust and Savings Bank is located on the first floor, with safety deposit vaults in the basement.

**Amusements.**—Probably no city can boast of a greater variety of amusements, theatrical and otherwise, than Chicago. During the summer months, when most cities are almost destitute of sources of enjoyment, the visitor can still find a variety of resorts open to selection, while the winter offers more and better attractions than any other city in the country. There are more than twenty theaters, four museums, and a number of concert halls, but few of which are closed during the summer. For those interested in athletic and other sports Chicago is a veritable paradise. There are five enclosed baseball parks within the city limits, several cycling clubs, and several first-class billiard halls. There are half a dozen boat clubs located on the Lake Front.

Within recent years Chicagoans have been favored with the leading attractions of theatrical and musical art, and have shown themselves both liberal and appreciative. Whatever is popular in London, Paris or



AMERICAN TRUST BUILDING,  
NORTHEAST CORNER MONROE AND CLARK STREETS.



New York, is soon produced in Chicago, while many new plays make their first appearance here.

**Anarchy in Chicago.**—The metropolis of the Northwest is the product of honest, untiring men who came here to acquire homes, and having obtained their wish, they are raising families to follow in their footsteps. Anarchy was an imported weed, sown and fostered in its growth by a few reckless, footloose individuals who had nothing to lose, and whose wild restless spirits craved strife, and blood even, to drown their disturbed consciences. The visiting strangers from all the world who intend to honor this great city with their presence, need have no fear of this red-headed dragon. It received its final quietus on the 11th day of November, 1887, when four of the ring-leaders in the anarchist outbreak were hanged in the county jail. There has been neither rattle nor hiss since; and it is nearly twenty years since there has been any riotous demonstrations in our streets. There never was any movement with strength enough to be dignified as revolutionary. The disturbance was simply the frothing of a few dangerous leaders who aspired to be Robespierres and Marats, and a great crowd of spectators who simply wanted to see. This little group could have been suppressed long before the crisis, if the municipal executive had seen fit. Chicago's workmen are not, and never were, anarchists. Within the last eight years the spread of building and loan associations, by helping the wage laborers to own their homes, has increased many hundred fold the immunity from anarchy and its teachings.

**Animals, American Society for the Prevention of Cruelty to.**—Was organized through the efforts of Mr. Henry Bergh, in 1866, in New York. It has extended a system of branch organizations to all the large cities of the Union. One of the most flourishing branches is in Chicago. Its object is to enforce

the laws preventing cruelty to, and protecting animals of all kinds, but especially draft beasts, who are more exposed to the ignorant brutality of their drivers. The police are bound to make arrests in its behalf, when asked by any person who is willing to make complaint before a justice of the peace. Its accredited agents have power also, as special police, to arrest offenders guilty of cruelty to their animals on the public streets. Many of our prominent business houses allow complaints to be forwarded by their telephones to the main office, 650 Wabash avenue. They have ambulances for conveying injured animals through the city in any case where there is any chance for recovery. In 1873 they established a paper called the "Humane Journal," which is still fighting for the cause in whose interest it started.

**Annexation.**—Previous to 1889, the business men of Chicago who lived in the suburbs and traveled back and forth to their business in the city, often wondered why the municipal advantages their taxes helped to procure those living within the limits could not be extended to themselves at their homes. Finally, permission in due form was obtained from the Legislature and submitted to a vote of the people. Thus the towns of Cicero, Hyde Park, Jefferson and Lake, and the City of Lake View, on the 29th of June, 1889, were annexed to the City of Chicago. From about forty-four square miles her territory increased by this peaceful conquest to 128.24 square miles, extending from north to south not less than twenty miles, and on an average, seven and one-half from east to west. The Supreme Court handed down a favorable decision as to the validity of the law in October, 1889. In 1890, South Englewood, West Roseland, Washington Heights and Gano were added to the annexed territory. In 1835 Chicago claimed 2.55 square miles. In 1909 she is responsible for the good govern-

ment of 181.70 square miles, of which 5.14 square miles are covered with water, and 176.56 are in condition to be improved as may be needed. The city fathers have cut this area up into thirty-five wards, varying in size from three-quarters of a square mile to twenty-seven square miles. The various annexations increased the resident population by 239,607, but as they were all really citizens before, the increase was simply a legal fiction, for, while they lived in the annexed territory, their brains and money had built the central city.

**Apartment Houses.**—Within the past twenty years the efforts made to induce people of moderate means to live in apartments and abandon boarding-houses and hotels, in which a large proportion of the population had theretofore resided, has met with a marked degree of success. The first proposition of the kind met with great opposition, the majority of people being unable to distinguish between an apartment house and a tenement house. The prejudice was overcome in a great degree by the fact that the first buildings erected were of an expensive character, and the rents of the "flats," as they are commonly called, placed at a figure within the means of the wealthy alone. When people were found willing to pay for a suite of rooms the rent usually demanded for a first-class residence, a demand was created for similar accommodations at cheaper rents, and several hundreds of these buildings are now distributed over the city, and others are constantly being erected. Apartment houses in the city, as a rule, are divided into two suites on each floor, consisting of a parlor or drawing-room, dining-room, kitchen, bath-room, and from two to four or more sleeping-rooms, most of the sleeping-rooms being lighted and ventilated from a shaft running through the house from the basement to the roof. The more expensive "flats" have a passenger elevator and a doorkeeper; the others have not. All, however,

have elevators for coal, wood, ashes, marketing, and similar freight. All have also a private hallway, and these two advantages are usually accepted as marking the line between a tenement house, where family necessities are carried up and down stairs and it is necessary to pass through one room to enter another, and an apartment house or "flat." Many of these houses, even of the more modest class, are finished in hardwood, and have mirrors, gas-fixtures, electric lights, and mantels of an artistic and even elegant character as fixtures. Stationary wash-tubs are placed either in the kitchen or in a laundry in the basement or top floor. The houses where a man servant is not stationed at the door to receive visitors, always have a bell, a letter-box, and a name-plate within the vestibule for each apartment. Above these is a speaking-tube, and after ringing the bell and announcing one's name through the tube, the occupant is able to open the door by an electrical device and allow the visitor to enter and pass to the floor occupied by the person he wishes to see. More expensive apartments have a general reception-room and a man servant to announce the visitor. The rents of these apartments range from \$2,-000 to \$300 per year.

**Arlington Heights.**—Arlington Heights is 22.4 miles from Chicago and its population is 1,380. It is growing very rapidly, and many of the well-to-do Chicagoans have their homes here.

#### Appraisement of Chicago Water Works Property.

Cribbs—	
Two-mile Crib .....	\$ 106,679.63
Four-mile Crib .....	472,890.93
Lake View Crib .....	167,202.99
Hyde Park Crib .....	137,624.77
Carter H. Harrison Crib .....	238,738.10
Lake Tunnels .....	4,696,414.69
Land Tunnels .....	4,211,954.29
Water Pipe Tunnels .....	433,213.41
Pumping Stations—	
Fourteenth Street Pumping Station .....	747,532.04
Sixty-eighth St. Pumping Station .....	572,957.89

Twenty-second St. Pumping Station .....	884,270.75
Chicago Avenue Pumping Station .....	1,371,892.16
Springfield Ave. Pumping Station .....	615,722.32
Central Park Ave. Pumping Station .....	608,254.72
Harrison Street Pumping Station .....	372,664.98
Lake View Pumping Station .....	278,654.93
Washington Heights Pumping Station .....	48,667.55
Norwood Park Pumping Station .....	13,720.06
Roseland Pumping Station .....	11,156.62
Englewood Pumping Station .....	4,000.00
Water Pipe Extension—Mains, Hydrants and Valves .....	22,421,727.49
Service Pipes .....	185,005.66
Pipes and District Yards .....	154,697.04
Meters .....	359,452.28
Meter Shops—	
Meter Repair Shop and Testing Plant, 22d St. and Ashland Ave. ....	11,615.31
Meter Repair Shop and Testing Plant, 14th St. and Indiana Ave. ....	10,031.47
General Repair Shops—	
Water Works Shops, 22d St. and Ashland Ave. ....	119,717.91
General Construction and Repair Shops, 14th St. and Indiana Ave. ....	30,142.64
Cement Testing Laboratory at Chicago Ave. Pumping Station. ....	784.25
Rogers Park Water System (purchase price, \$300,000 and interest) .....	50,238.16
Grower property on east side of Chicago river, south of Madison St..	218,095.86
Real Estate (sites, including Rookery lot). .....	100,000.00
Office Equipment in City Hall .....	100,000.00
Fourteenth St. Bath. ....	4,495.34
Twenty-second St. Bath. ....	1,423.04
Fullerton Avenue Sewer Pumping Station ....	150,000.00
Intercepting Sewer System—	
Lawrence Avenue Sewer Pumping Station ....	332,851.70
Carter H. Harrison, Sr., Sewer Pumping Station .....	648,128.86
Conduits, Sewers, Reversals, Connections, Intakes, Outfalls and Protections .....	5,038,463.72
Lot at 39th Street and Lake Avenue .....	74,000.00
Total .....	\$45,999,083.56

#### Aquatic Clubs.—

Corinthian Yacht Club, Randolph street and Illinois Central Pier.

Chicago Boat Club, Lincoln Park Lagoon.

Chicago Power Boat Club, Lake street and Chicago River.

Chicago Athletic Association Yachtsmen, 125 Michigan avenue.

Chicago Yacht Club, Monroe street and Lake Front.

Yachting Auxiliary, Illinois Athletic Club, 145 Michigan avenue.

Iroquois Boat Club, Lincoln Park Lagoon.

Jackson Park Yacht Club, south end Jackson Park Lagoon.

The Illinois Athletic Club has three boats, the I. A. C., La Rita Second, and the New Illinois. The largest ship in the club is the Valmore, owned and sailed by William Hale Thompson. The Jackson Park Yacht Club holds an annual Indiana Harbor race and an annual Michigan City race.

#### Archdiocese.—Roman Catholic.—

Archbishop of Chicago—Most Rev. James E. Quigley, 623 North State street, Chicago.

Titular Bishop of Tamassus—Rt. Rev. P. J. Muldoon, D. D., Rockford, Ill.

Titular Bishop of Marcopolis—Rt. Rev. Alexander J. McGavick, D. D., Chicago.

Chancellor—Rev. E. M. Dunne, D. D., 160 Cass street, Chicago.

Assistant Chancellor—Rev. E. F. Horban, D. D., Chicago.

Archbishop's Secretary—Rev. Augustine Mueller, J. C. D., 623 North State street, Chicago.

The archdiocese of Chicago is the largest in the United States.

#### Architectural Features.—

The most untruthful thing that could be said of Chicago would be to charge monotony to its architecture. No city in the world, not even New York, presents so wide a variety in design, material or construction. Perhaps the very diversity has leaned somewhat toward the bizarre. All uniformity of outside appearance is lost in the personality of the builder, who may desire a house modeled upon one in any of the four quarters of the globe. We have the Renaissance, the modern French, the Greek, Roman, Italian, Gothic, Tu-



dor, and not by any means the least, the Chicago construction. Our material is granite from New England and Nova Scotia; marble from Vermont, Illinois and Wisconsin; bricks from Wisconsin, Illinois and Indiana; iron from Pennsylvania and Alabama, and whatever is used anywhere can be found as a part of this cosmopolitan city. Iron and glass are much used, but the style belonging to Chicago by right, and called the "Chicago Construction," is a framework of iron, bolted together and standing upright, without resting upon the walls at all, but upon a foundation of grout, crossed by bars of railroad iron. The roof rests directly upon this framework, and not upon the sides. The walls are then filled in with terra cotta tiles of any desired color and shape. This form of building is used in the high buildings of from fifteen to twenty stories, which will, in time, quadruple Chicago's floor space. Notable examples are the Auditorium, the Rookery, the Chamber of Commerce, the Masonic Temple, the Woman's Temple, and the Unity Building. Many more are unfinished, or projected. In the business quarter, Marshall Field's wholesale building, the Board of Trade, the Post Office, and the Rialto Building, all exhibit peculiarities that fit them for their use. It is certain, however, no matter how the building appears on the outside, the inside will be particularly adapted to get the utmost service from both the owner's labor and his employes'. In the residence quarters, no man builds a house like his neighbor, but to suit his own taste and wants. It is a custom, very largely indulged in during the summer time, to gather upon the broad, high steps, with or without porches, but the steps and the porches are as varied in design and build as the houses themselves. On the North and South sides, within sight of the lake, can be seen the most varied architecture of the homes. On the West Side the boulevards are claiming more

and more attention in this direction. It is impossible to give anything more than a few hints about a subject so varied in feature and infinite in form. One must indeed be very hard to suit who could not find something to please in the architecture, the construction, or the material of Chicago's buildings. The following are among the most recently constructed buildings of note: Railway Exchange, American Trust, First National Bank, Commercial National Bank, Corn Exchange Bank, Stock Exchange, New La Salle Hotel, New City and County Building and the magnificent retail house of Marshall Field & Company.

### Architectural Growth of Chicago.

—Prior to 1840 there were less than 500 houses, of every description, in Chicago. It was the age of frame structures, as prior to 1830, the log cabin had ruled. But in 1850 brick buildings had been erected by the score, and in 1854 one marble building stood at the southwest corner Clark and Lake streets, directly opposite the famous "Saloon Building," which was a two-story brick structure and in which many notable public gatherings were held. In those days Chicago was regarded as a town to make money in rather than a permanent place of residence to whose adornment and beautification the residents were willing to contribute. As the frame buildings yielded to stone and iron structures so palaces took the place of ordinary buildings, great warehouses displaced modest stores, and magnificent homes crowded the modest buildings to the outskirts.

When Lincoln, at the time of the great debates with Douglas in 1858, visited Chicago, the business district was confined to the section bounded by Franklin on the west, Adams street on the south, South Water street on the north, and State street on the east. The fashionable residence streets were Michigan and Wabash avenues, below Lake street, the western end of Washington street, and the dis-

trict on the North Side east of Dearborn street. Magnificent residences lined Wabash avenue on both sides and eastern visitors of that day declared the street superior in architectural beauty to the celebrated Fifth avenue of New York.

The value of new buildings in the fifties grew steadily until 1860, when the figure reached \$3,000,000. In 1864 it was \$4,700,000; in 1865, \$11,400,000; and in 1871, just before the fire, the value of new buildings erected exceeded \$20,000,000. In the haste of construction and in the absence of proper fire regulations in the days before the great fire, the ordinary rules of safety were grossly violated, and numerous fires were the result. In the fiscal year 1863 and 1864, there were 186 fires, with a loss of \$355,560, and in 1867 and 1870 the number of fires reached 600 and the loss \$871,000. In the fiscal year 1870-71 there were 600 fires with a loss of \$2,447,845. In the nine years preceding the fire of 1871 there were 3,697 destructive fires in Chicago, the loss totaling \$13,779,848. The warnings were numerous, but they remained unheeded until the city became a ruin in 1871, and in the intervening period to the present, Chicago has become the safest city, from the standpoint of the underwriters, in the world.

**Area of City.**—The present area of the city is 190 square miles, but this will, no doubt, be substantially increased in the near future by the annexation of several suburbs, which are now seeking admission into the city.

#### **Armories.—Illinois National Guard.**

First Regiment Infantry, Armory, 1542 Michigan avenue.

Second Regiment Infantry, Armory, Washington boulevard and Curtis street.

Seventh Regiment Infantry, Armory, Thirty-third street and Wentworth avenue.

Eighth Regiment Infantry, Armory, 414 Thirty-seventh street.

Signal Corps, Headquarters, Second Regiment Armory.

First Regiment Cavalry, 527 North Clark street.

Chicago Zouaves, Headquarters, Sixteenth and Dearborn streets.

Illinois Naval Reserves, Headquarters, 20 Michigan avenue.

#### **Armour Institute of Technology.**

—3300 Armour avenue. Established by the late P. D. Armour, and comparing favorably with any of the great eastern schools.

#### **Armour Mission and Free Dispensary.**

—Located at Dearborn and Thirty-third streets is a very handsome building of pressed brick, with stone copings. The institution has been in operation about twenty years, and contains a commodious auditorium for church services, several Sunday school class rooms, lyceum, kindergarten rooms, reading rooms, bath rooms, etc. Mr. Joseph Armour left a sum of money to establish a philanthropic institution, and Mr. Philip D. Armour having added largely to it, the present mission was erected.

#### **Art Center.**

—The February, 1909, exhibition of works by Chicago artists at the Art Institute was not only the most successful ever held there, but it once more emphasizes that Chicago is becoming the art center of the country. At the present exhibition there were 333 pictures shown, including the works in various media by 131 artists, of whom eighty-four were men and forty-seven were women. A few years ago the exhibitions were confined to the work of a half dozen artists. Now the exhibits come from all parts of the city and represent a talented and vigorous school of young painters who are attracting the attention of art loving circles throughout the entire country.

Another marked feature of the present exhibition is that the pictures are being sold at prices that formerly would have been regarded as extraordinary. Works that would have been tagged \$50 or



\$100 three or four years since are now priced, and not only priced, but sold at \$500, \$800, or even \$1,000. Chicago painters who become famous are not now compelled to go to New York or Paris in order to earn a living, but on the contrary many of the paintings at the present exhibit have been bought by eastern customers.

Much of the credit for the increased interest in art in Chicago is due to the Women's Club, the Klio Association, the Nike, the Fortnightly and the Arche Clubs having been especially active in promoting the success of the exhibits.

Within another five or ten years, if the present rate of progress keeps on, Chicago will be the acknowledged Paris of the western hemisphere, a city of many successful and eminent artists, with a closely defined art atmosphere. Chicago will be the mecca of talented and aspiring young painters and the clearing house of the continent for picture dealers.

**Art Institute.**—Located in Grant Park at Michigan avenue and Adams street. The Art Institute was incorporated May 24, 1879, for the founding and maintenance of schools of art and design, the formation and exhibition of collections of objects of art, and the cultivation and extension of the arts of design by any appropriate means. The building was erected at a cost of \$785,000 and was first occupied November 1, 1893. The ownership is vested in the City of Chicago, while the right of use and occupancy is vested in the Art Institute so long as it shall fulfill the purposes for which it was organized.

The Art Museum now ranks among the first three or four in the country. It contains the Henry Field collection of paintings, which is especially strong in works of modern French masters; the Demidoff collection of old masters, chiefly of the Dutch school, and in addition numerous American and other paintings secured by pur-

chase or gift. There is also a large and comprehensive collection of reproductions of sculpture, the greater part of it having been donated by Mrs. A. M. H. Ellis. Reproductions of antique bronzes, of objects found at Pompeii and Herculaneum and of Egyptian antiquities are numerous, while many other fields of art are well represented. The institute has a library of 4,000 volumes devoted exclusively to art.

The School of Instruction in Art Practice includes departments of painting, sculpture, decorative designing and architecture. There are day and evening classes for beginners and advanced pupils. The instructors number about seventy and the pupils will average about 3,000 a year.

The tuition rates are as follows:

**Day School**—Full time for one term of twelve weeks, \$30; four weeks, \$12; four days a week, full term, \$27; four weeks, \$11; three days a week, full term, \$24; four weeks, \$9; two days a week, full term, \$18, four weeks, \$7; one day a week, full term, \$12; four weeks, \$5.00.

**Half-day Courses**—Five half days a week, \$24 a term; four weeks \$10; four half days a week, \$21 a term; four weeks, \$9; three half days a week, \$17 a term; four weeks, \$7; two half days a week, \$13 a term; four weeks, \$5; one half day a week, \$8 a term; four weeks, \$4.

**Evening Rates**—Three nights a week, \$7 a term and \$3 for four weeks; two nights a week, \$5.50 a term and \$2.50 for four weeks; one night a week, \$4 a term and \$2 for four weeks.

**Saturday Rates for Juvenile Class**—Twelve half days for \$5.

The Art Museum is open free to the public from 9 a. m. to 5 p. m. on Wednesdays, Saturdays and Sundays and on public holidays. On other days the charge for admission is twenty-five cents.

**Artistic Silverware.**—It is conceded that the United States has no competitor in the world in the



ART INSTITUTE—LOCATED IN GRANT PARK ON THE LAKE FRONT, ADAMS STREET AND MICHIGAN BOULEVARD.

production of artistic designs and elegant workmanship in silver. All Chicago's prominent jewelers carry large stocks and will take orders for any original design. While we have no large manufactories as yet, we have firms who will do work as perfectly and promptly as any others in the country, whether East or West.

#### Artists' Societies.—

Art Students' League, Art Institute.

Atlan Ceramic Art Club, Art Institute.

Chicago Arts and Crafts Society, 500, 100 State street.

Chicago Camera Club, 87 Lake street.

Chicago Ceramic Art Association, Art Institute.

Chicago Society of Artists (organized 1902), Art Institute.

Chicago Water Color Club (organized 1907).

Lake View Art Club, 522 Fullerton avenue.

North Side Art Club.

Palette and Chisel Club, Atheneum Building.

Society of Western Artists, Park Ridge, Ill.

**Ashland Block.**—The Ashland Block, which is located on the northeast corner of Clark and Randolph streets, is one of the most imposing structures in the city. It is sixteen stories in height and the top of the cornice is 200 feet from the sidewalk. The building is of steel construction and fire-proofed with tile and brick. The walls are of red pressed brick with terracotta trimmings. The exterior style of architecture is Renaissance, while the general style is in accordance with modern Chicago office buildings. The main entrance is on Clark street and is in the form of a semi-circular arch with an elaborate Roman effect. There are seven elevators. The first three floors are designed for large business establishments, while the other floors are used for offices. The entire cost of this splendid building is \$650,000.

#### Assets of the City of Chicago.—

Corporate purposes—	
Real estate .....	\$ 1,611,163.92
Buildings .....	5,198,306.77
Equipments .....	6,425,830.70
Bridges, viaducts, etc.	1,520,371.87
Wharfing privilege mortgages .....	25,247.04

Total .....\$ 14,780,920.30

#### Waterworks—

Real estate .....	\$ 770,457.25
Buildings .....	1,005,230.68
Equipment .....	43,338,782.88

Total .....\$ 45,114,470.81

#### Schools—

Real estate .....	\$ 17,267,109.28
Buildings .....	27,209,110.04
Equipments .....	3,427,272.37

Totals .....\$ 47,903,491.69

#### Public Library—

Buildings .....	\$ 2,035,550.00
Equipment .....	490,554.48

Total .....\$ 2,526,104.48

#### Summary—

Corporate .....	\$ 14,780,920.30
Waterworks .....	45,114,470.81
Schools .....	47,903,491.69
Public Library .....	2,526,104.48

Grand total .....\$110,324,987.28

**Assessed Valuation.**—The taxable property in Chicago, both real and personal, amount to \$476,770,-399. On this amount there is an annual assessment of \$34,131,871.09.

**Associated Press.**—It was in 1849 when the leading daily papers of New York discovered that there was more money in the coöperative collection of some classes of news than in the chance of an occasional "scoop." As dollars were worth more then than now, it added to their income to be able to obtain, for six or seven papers, matter that cost only one price, or divided the expense by seven. When the league had grown strong, the scope of the gathering was increased to cover all news. From the first, no new members could be admitted to the combination without unanimous consent. As a

new-comer could never obtain this, the Associated Press has been denounced again and again in newspaper columns and on the floor of Congress, as an unjust and profitable monopoly. As time went on, the newspapers of various cities formed associations depending upon the parent association, and governed by the same laws. In Chicago this franchise was held originally by the Tribune, Times, Inter-Ocean, Staats Zeitung, Journal, and Daily News. Some of the other papers have now limited contracts, which permit their receiving the news at a fixed price. The association "swaps," or sells its news to other associations all over this country and Europe. Nothing worthy of telegraph attention can escape its notice, no matter how obscure the quarter in which it happens. It has successfully resisted all attempts at competition in the gathering and distribution of news. It has passed into a proverb, that no journal can succeed outside the pale of the Associated Press. The anomaly of its existence is, that it has no capital stock; is not a corporation, in the usual sense of the word. It takes a cool \$250,000 to buy a membership, so that its total good-will can be named at about a couple of millions. The Association has its office in the Western Union Telegraph Company's buildings, Broadway, corner of Dey street. The telegraph company grants it special contracts in the use of its wires. There is also a National Press Association using the wires of the Atlantic and Pacific Telegraph Company, at 145 Broadway, with offices in Chicago.

### Asylums.—

Angel Guardian German Orphan Asylum, 401 Devon Ave.

Chicago Daily News Fresh Air Fund, City Office, 123 Fifth Ave., Sanitarium, foot of Fullerton Ave., Lincoln Park.

Chicago Home for Incurables, Ellis Ave., cor. 56th St.

Chicago Home for Provident Orphans, Drexel Ave. and 62d St.

Chicago Industrial Home for Children, Woodstock, Ill.

Chicago Industrial Home for Girls, 49th St. and Prairie Ave.

Chicago Municipal Lodging House, 10 N. Union St.

Chicago Nursery and Half Orphan Asylum, 175 Burling and 855 N. Halsted Sts.

Chicago Orphan Asylum, 5120 South Park Ave.

Chicago Refuge for Girls, 5024 Indiana Ave.

Church Home for Aged Persons, 4323-4329 Ellis Ave.

Church Home for Orphans, 4331 Ellis Ave.

Cook County Insane Asylum, Dunning, Ill.

Cook County Poorhouse, Dunning, P. O.

Danish Lutheran Orphan's Home, 975 Evergreen Ave.

Danish Young People's Home, 3925 Michigan Ave.

Englewood Nursery of Children's Home Society, 6516 Perry Ave.

Erring Women's Refuge, 5024 Indiana Ave.

Foundlings' Home, 114 S. Wood St.

Florence Crittenden Anchorage, 2615 Indiana Ave.

German Old People's Home, Oak Park, P. O.

Home for Aged and Infirm Colored People, 610 W. Garfield Blvd.

Holy Family Orphan Asylum, 136 W. Division St.

Home for the Aged, cor. W. Harrison and Throop Sts.

Home for Crippled Children, 46 Park Ave.

Home for the Friendless and Working Girls, Ellis Ave. and 52d St.

Home for the Friendless, Vincennes Ave., cor. 51st St.

House of Providence, cor. Orleans and Elm Sts.

House of Mercy for Young Women, adjoining Mercy Hospital, 2834 Wabash Ave.

House of the Good Shepherd, Grace and Racine Ave.

Illinois Industrial School for Girls, Evanston.

Illinois Masonic Orphan's Home, 447 Carroll Ave.

Illinois School of Agriculture and Manual Training for Boys, Glenwood, Illinois.

Illinois Woman's Home, 3834 Langley Ave.

Industrial Home for the Blind, Southwest Blvd. and 19th St.

Jackson Park Sanitarium, 64th St. and the Lake.

Jewish Orphans' Home, Drexel Ave. and 62d St.

Jewish Old People's Home, 62d St. and Drexel Ave.

Lifeboat Rest for Girls, 436 State Street.

Martha Washington Home, Irving Park Blvd. and Western Ave.

Methodist Episcopal Old People's Home, 975 Foster Ave.

Mission of Our Lady of Mercy, 363 W. Jackson Blvd.

Newsboys' and Bootblacks' Home, 1418 Wabash Ave.



Norwegian Old People's Home, Avondale and Ceylon Aves.

Old People's Home, Vincennes Ave. and 47th St.

Orthodox Jewish Home for the Aged, Albany and Ogden Aves.

Presbyterian Old People's Home, 323 Oakwood Blvd.

St. Anthony's Hospital and Orphanage, 14 Frankfort St.

St. Charles Home and School for Boys, St. Charles, Ill.

St. Joseph's Home for Aged and Crippled, Schubert and Hamlin Aves.

St. Joseph's Home for the Friendless, 409 S. May St.

St. Joseph's Provident Orphan Asylum, N. 40th Ave., between W. Diversy and W. Belmont Aves.

St. Mary's Home for Children (Episcopal), 1251 W. Jackson Blvd.

St. Vincent's Orphan Asylum, Schubert and Hamlin Ave.

Uhlich Evangelical Lutheran Orphan's Asylum, cor. Burling and Center Sts.

Workingmen's Home and Medical Mission, 1341 State St.

Washingtonian Home, 566 to 572 W. Madison St.

Western German Baptist Old People's Home, 1006 N. Spaulding Ave.

Woman's Model Lodging House, 10 Eldridge Pl.

Zion Home for Erring Women, 3623 Vernon Ave.

**Athletics.**—Athletic sports of every kind flourish and find support and patronage in Chicago. Several gymnasiums, of which the most noted are the Athenæum and the Y. M. C. A., afford opportunities for muscular development, while the athletic clubs of all varieties are almost innumerable. There are about 400 organized baseball clubs in Chicago, seven or eight boat clubs, and several prominent cricket organizations.

Cycling is a popular amusement, and there is a large enrollment among the different bicycle clubs of the city. There are a large number of hunting and fishing clubs, nearly all possessing tracts of land near the city limits. Tennis finds many devotees, and several excellent courts are largely patronized during the summer. In the winter there are frequent exhibitions of wrestling, numerous football games and a great variety of outdoor sports, which the mild climate renders possible.

Many athletes keep in training at handball courts, while the club men

and their friends find sport and exercise in "indoor ball."

The Chicago Athletic Association, which occupies a magnificent building on Michigan avenue, has a very large membership and bids fair to become the most powerful athletic society in the country.

**Auctions.**—The number of people who, like Mr. Toodles, have a passion for attending auctions in search of "bargains," is very large, and hence, although mock-auctions have been suppressed, in a great measure, there are still many ingenious swindles perpetrated under the guise of auction sales. The mock-auction occasionally crops up on Clark, West Madison and Halsted streets, but one must be extremely simple to be lured into one of these shops, and their victims, therefore, are usually green and uneducated countrymen or foreigners. Mock-auctions are commonly carried on in a small shop, carefully darkened by filling the windows with various kinds of ostensible merchandise, and tenanted chiefly by the proprietor and his confederates, who keep up a lively bidding, till some unwary passerby is seduced into entering, and speedily "stuck" with some worthless article at a fabulous price. Should the victim find that he is called upon to pay too dearly for his folly, he may escape scot free by stoutly denying that he has made any bid, calling in the police, or, perhaps, showing fight. In most cases, however, the victim prefers to pocket his loss and his mortification together. There is a kind of a sale of a less distinctly fraudulent description, but still anything but bona fide, which takes place sometimes in auction rooms, but more frequently in private houses which are hired for the purpose, and is worked upon this plan: The household goods offered are usually vamped up, or originally manufactured for the purpose, but are advertised and announced as the property of some family "declining house-keeping" for some reason or other, but which is always osten-

tatiously made known. However great a bargain the innocent purchaser may think he has secured, a short time will invariably serve to show him his mistake. The custom of introducing a portion of these articles into a genuine sale by irresponsible auctioneers, also prevails to some extent. Indeed, if one attend a legitimate sale, held by responsible auctioneers, he will find himself but little better off. As a buyer, he will be opposed by a mob of "dealers" in second-hand goods and brokers, all in league with each other either to crush him altogether or run him up to the highest price that can be screwed out of him. As a seller, he will find the same combination exerting all their skill to secure the knocking down of each lot to one of their gang, the articles afterward being divided among themselves, and the profits of the transaction secured by a private sale. The only chance for a novice, when selling, is to get some friend to watch the sale and bid up to a fixed reserve price on each article from a marked catalogue, and when buying to make up his mind as to the highest price he is prepared to pay, and never, under any circumstances, to allow himself to be coaxed or irritated into exceeding that figure in his bids. At the best, however, the novice will do well, and make money by saving it, if he keeps away from auction sales, especially of household goods, where the boarding house mistresses and dealers usually have it all their own way. Auction sales of books and works of art are in the hands of two or three reputable dealers, with well-known places of business, and fair treatment may be expected, and is usually received. There is a class of auction sales of pictures, where the articles offered are mostly glittering daubs expressly manufactured for the purpose, and calculated to deceive the uninitiated.

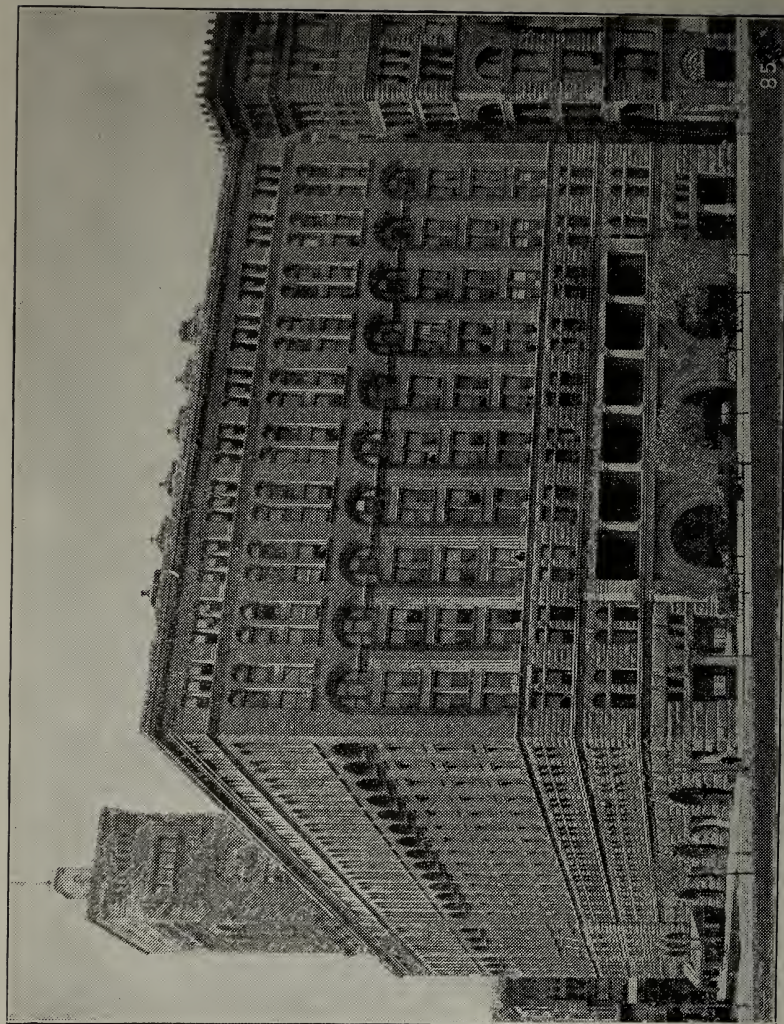
**Auditorium Annex.**—Also the Congress Hotel, which is practically a continuation of the Annex, are numbered among the most exten-

sive commodious and costly structures ever erected for hotel purposes. Among the attractions are the famous banquet rooms, with accommodations for from ten to one thousand persons; grill room, ladies' and gentlemen's restaurants, palm garden, new breakfast room, private dining rooms, beautiful Japanese tea room for ladies, Elizabethan room, the magnificent Pompeian room with more than double its former capacity, etc., all facing Lake Michigan and Lake Front park, at Michigan boulevard, Congress street and Wabash avenue. Absolutely fireproof and conducted on the European plan.

**Auditorium Building.**—The magnificent building which bears this name is the property of a corporation. The city glories in its grandeur, and would bear arms in its defense. When private individuals rear temples, over the shrine of which *pro bono publico* is implied, if not inscribed, they must not complain if the same public regards the institution as its own. This building has likewise been appropriated as a political temple by the great parties of the Union. In this grand Auditorium, located as it is in the very keystone of the Union, every State and district may meet in the person of their representatives, and make presidents. It is the shrine of music, art and the drama. It is also large enough, generous enough and broad enough in its policy to cover any sect or creed, or a convention of all denominations, and the voice of its unequalled organ would drown the chants of one and sound the praise of all.

There is certainly no other structure in America that equals the Auditorium. It is located on Congress street, Michigan and Wabash avenues, having a total street frontage of 710 feet. The height of the main building, ten stories, is 145 feet; tower above main building (eight floors), 95 feet; lantern tower above main (two floors), 30 feet. Total height, 270 feet; weight of





AUDITORIUM BUILDING,  
(Wabash Avenue, Congress Street and Michigan Boulevard.)

entire building, 110,000 tons. Exterior of building, granite and Bedford stone; interior, iron, brick, terra cotta, marble and hardwood finish. The building cost \$3,200,000. Ground was broken January, 1887, and it was completed February, 1890. The building includes:

**Auditorium Theater.**—Permanent seating capacity over 4,000 for conventions, etc. (for which the stage will be utilized), about 8,000. This department of the building contains the most complete and costly stage and organ in the world. In this grand theater, under the able management of Milward Adams, many of the greatest amusement events of the present age have taken place. It is also the home of Chicago's greatest annual society event, The Charity Ball. Recital Hall seats 500. The business portion consists of stores and 136 offices, part of which are in the tower. These departments of the building are managed by the Chicago Auditorium Association.

**Auditorium Hotel.**—The Auditorium Hotel proper has 400 guest rooms. The grand dining room (175 feet long). The magnificent banquet hall is built of steel, in trusses, spanning 120 feet over the Auditorium.

**Auditorium Tower.**—One of the grandest views from any artificial elevation in the world is to be had right here in Chicago, from the tower of the Great Auditorium building. Thousands have already ascended the eminence and viewed the grandest of modern cities, and yet the fact that so fine a view is to be had from the balcony of the upper tower is comparatively unknown, even to people living within the city. A bird's-eye view from this eminence reveals some strange and interesting things. Michigan boulevard appears like a long, white tape or thread, with its thousands of vehicles and pedestrians, and Wabash avenue, with its many electric street cars, Lake Michigan and the Lake Park and Basin, are among the chief objects of interest.

The sight that meets the eye is indeed a study, and the effect most pleasing, instructive, and entertaining. Neither St. Paul's in London nor St. Peter's in Rome offers so fine a view. On a clear day Michigan and Indiana shores are clearly visible to the naked eye. And last, but not least, is the view by night. The myriads of lights of every description all over the city, in every direction as far as the eye and glass can reach, scattered and in clusters, and in long double rows, threading either side of the streets and avenues, are a charming and fascinating sight that reminds you of the fables of the Arabian Nights and Aladdin's Cave. Then add the moonlight, and the enchantment is complete. The public is admitted to the tower, a small fee being charged for the service.

**Aurora.**—Aurora is thirty-seven miles from Chicago, and its population is 33,000. Aurora is noted for its beautiful homes, schools, churches, finely paved streets and all the equipment of an up-to-date city. It is also an enterprising manufacturing city, situated on the Fox River, which divides the town into two nearly equal parts.

**Automobiles.**—There are over 6,000 licensed automobiles in Chicago. The value of these elegant vehicles is enormous. It seems as though the horse is doomed to be supplanted by the horseless carriage. An almost endless procession of automobiles may be seen at any time, night or day, on the boulevards, on certain streets and park driveways.

The annual Auto Show, February, 1909, a statement of which follows, will give a fair idea of the magnitude of the automobile industry:

Number of exhibitors.....	278
American cars displayed...	92
Commercial exhibits .....	6
Foreign exhibits .....	2
Accessory exhibits.....	178
Value of exhibits.....	\$2,000,000
Attendance for week.....	200,000
Amount show space, sq ft..	85,000
Lowest priced car.....\$	250
Highest priced car.....\$	10,000



Cost of decorations.....\$ 50,000  
 Auto dealers at show ..... 5,000

Forty-seven different displays of pleasure cars were installed on the main floor of the Coliseum, the Woods and Peerless exhibits first catching the eye of the visitor after entering the main door of the building. Others having booths about the floor are the Winton, Pope, Thomas, Stevens-Duryea, Elmore Rambler, Babcock, Baker, Stearns, Reo, Packard, E-M-F, Premier, Studebaker, National, Haynes, White, Stoddard-Dayton, Cadillac, Maxwell, Locomobile, Franklin, Apperson, Buick, Holsman, Toledo, Alco, Pierce, Oldsmobile, Corbin, Matheson, Knox, Glide, Lozier, De Luxe, Mitchell, Ricketts, Chalmers-Detroit, American Simplex, Pullman, Austin, Oakland, Pennsylvania, Midland and Welch.

Among the cars displayed here are the Kisselkar, Speedwell, Buckeye, Jackson, Columbus, Moon, Atlas, Dorris, Overland, Cartercar, Pope-Waverly, McIntyre, Mora, Marmion, Moline, Auburn, Anderson, Rapid, Black, Meteor, Staver, Model, Fiat, Wayne, Gaeth, Berliet, Rauch and Lang and Brush.

Motor buggies were quartered in the basement of the Coliseum, where the visitor found the Sacht, Emancipator, Randolph, Rider-Lewis and Bendix, in addition to a number of powerful motor trucks. Accessories occupied the gallery of the Coliseum along with the tire exhibits, which included the Firestone, Fisk, G. & J., Republic, Diamond, Michelin, Continental, Empire, Hartford, Goodrich, Morgan & Wright, Pennsylvania, Goodyear and Swinchart.

The motorcycles in twenty-two different makes held the center of the boards on the second floor of the Coliseum Annex, the line of two-wheelers including the Indian, Excelsior, Harley-Davidson, Pierce, Merkel, Reading-Standard, Armac, Magnet, Thor, N. S. U., Wagner, M. M. and Excelsior.

**Automobile in Commerce.**—The importance of the automobile as a speedy means of passenger trans-

portation is far overshadowed by its importance as commercial vehicle. This phase of its development is still practically in its infancy, but every day sees a notable increase in the number of mechanically propelled drays in the larger cities. The horse has not yet passed, but it is beyond question that he is passing.

The advantages of the motor truck over the horse drawn vehicle are numerous and generally obvious. It is swifter, easier to handle, can travel far longer distances and is more economical. The one great problem that confronted the merchant heretofore in deciding between the two methods of transmitting his goods was that of reliability. It is only yesterday that the automobile arrived, metaphorically speaking, and it was still largely in an experimental stage when the first commercial vehicles were placed on the market. It was only natural then that at first there should be a fairly numerous list of cases where the new invention failed to work satisfactorily from a mechanical point of view. Today, however, that is no longer the case, for electrical and gasoline trucks have been brought to a fairly satisfactory stage of perfection and can be relied on to at least as great an extent as any others.

What this development in commercial enterprise means is not easy to overestimate. It doubles the territory which a firm can cover with its deliveries and brings the suburbs of a city into far closer relation with the business district than was ever possible before. In this respect it is at least as noteworthy an advance as was brought about by the perfection of the trolley car and the elevated train.

**Automobile, Cab and Hack Fares.**  
 Automobiles seating three or more.  
 For one or two passengers, not exceeding one mile.....\$0.50  
 Each additional passenger ..... .25  
 Each additional mile for party.. .25  
 Children between 5 and 14..half price  
 By the hour, stopping as desired 3.00  
 Automobiles seating four.  
 For one or two passengers, not

exceeding one mile.....\$1.00  
 Each additional person ..... .50  
 Each additional mile for all.... .50  
 Children between 5 and 14..half price  
 By the hour, stopping as desired 5.00

When discharged, operator has the right to charge for time to return to starting point.

In case of break down and detention of over 30 minutes, no charge should be made from such time of detention unless parties elect to remain, then they are entitled to time delayed.

**Automobile Club.**—The Chicago Automobile Club is an organization of the automobilists of Chicago. It is located at 13 Plymouth Court, near Jackson Boulevard. Any desired point concerning local automobile events may be obtained here.

**Average Yield of Wheat.**—The present average yield of wheat to the acre in the United States is 13.88 bushels. In England it is 30 bushels; in Denmark, 28; in the Netherlands, 34; and in Germany, 27. Yet in none of these countries are soil and climatic conditions more favorable for raising wheat than in the greater part of the United States. The trouble is that there is inexcusable carelessness in agriculture and a blindness to best interests that is astonishing.

**Bad Milk.**—Indictments for manslaughter may be asked against milk dealers and others selling impure food.

It would be the first time in the history of the city and county that such drastic steps were taken in connection with the sale of impure food products.

Where death had occurred from the impure foods that indictments for manslaughter could follow. In cases of conviction on that charge the offenders could be sent to prison for life.

One of the most serious cases called to the attention of the Assistant State's Attorney by the Health Commissioner was a typhoid epidemic in Pullman. Many persons died and the disease was traced to the sale of impure milk.

**Banking Panics.**—Chicago has been visited by several banking panics causing wild excitement and much financial scandal. These flurries are now things of the past. By consolidation and reorganization the banks of Chicago have been put upon a firm and lasting basis. There is not a weak or untrustworthy banking institution now doing business in the city, and the condition of the local banks compares favorably with those of New York or Philadelphia.

The most trying times for the Chicago banking business came in 1897, when several banks, supposedly sound and strong, closed their doors, the depositors losing almost everything. It was found that wildcat speculation had had much to do with these collapses, and the confidence of the business world in Chicago securities was seriously shaken. Without delay, the state's attorney's office of Cook county set to work to ferret out the responsibility for the series of defalcations. Several men who had stood high in Chicago moneyed circles were tried, convicted and sent to the penitentiary. The law dealt with the defaulters with great sternness, and it is now believed that the example thus made will never have to be repeated. Ever since the doors of Joliet opened to receive the defaulting bankers, Chicago banks have been run on a common-sense basis, and the nation at large is today as firmly assured of the safety of Chicago banking institutions as of the oldest in New York.

Consolidation has been the rule of recent years in Chicago banking circles, and, while several new and strong banks have been started, several others have merged their forces and are now combined in united institutions which have no superiors in the nation. A few banks were swept out of existence by panics and defalcations, but those now listed in Chicago are on a solid basis and amply fortified against financial troubles.

**Banks.**—American Trust and Savings, Monroe and Clark streets.

Bank of Montreal, 184 La Salle street.

Bank of Nova Scotia, 134 Monroe street.

Bankers' National, Marquette Building.

Central Hyde Park, 219 East Fifty-fifth street.

Central Trust Company of Illinois, 152 Monroe street.

Continental National, La Salle and Adams streets.

Cook County State Savings, 9 and 11 Blue Island avenue.

Corn Exchange National, 206 La Salle street.

Drovers' Deposit National, Forty-second and Halsted streets.

Drexel State Bank of Chicago, Oakwood, boulevard and Cottage Grove avenue.

Drovers' Trust and Savings, 4201



FIRST NATIONAL BANK BUILDING,  
NORTHEAST CORNER DEARBORN AND MONROE STREETS.

Ashland Exchange and Savings, 1710 West Sixty-third street.

Chicago City, 6225 South Halsted street.

Chicago Clearing House, Northern Trust Building.

Chicago Savings Bank and Trust Company, State and Madison streets.

Colonial Trust and Savings, 205 La Salle street.

Commercial National, Adams and Clark streets.

Citizens' Trust and Savings, 5458 State street.

South Halsted street.

Englewood State, 337 West Sixty-third street.

Equitable Trust Company, 171 La Salle street.

Farwell Trust Company, 226 La Salle street.

First National, Dearborn and Monroe streets.

First National, Englewood, 443 and 445 West Sixty-third street.

First Trust and Savings, 119 Monroe street.

Foreman Bros.' Banking Company, La Salle and Madison streets.

BANK STATEMENTS—National Banks of Chicago, Official Report of February 5, 1909.

Banks.	Capital.	Surplus and Profits, Feb. 5, 1909.	Surplus and Profits, Nov. 27, 1908.	Deposits, Feb. 5, 1909.	% In- crease.	Loans, Feb. 5, 1909.	Bonds, Feb. 5, 1909.	% Cash Means, Feb. 5, 1909.
Bankers'.....	\$2,000,000	\$1,265,235	\$1,282,055	\$23,294,658	16.62	\$13,255,348	\$2,256,854	47.2
Commercial.....	3,000,000	4,286,867	4,318,182	48,271,949	3.99	32,068,486	5,101,316	37.8
Continental.....	4,000,000	3,710,939	3,529,242	73,027,438	6.00	44,898,029	3,847,885	43.5
Corn Exchange....	3,000,000	5,068,466	5,018,668	61,956,621	3.27	39,545,120	2,584,653	39.4
Drivers Deposit....	600,000	392,913	390,583	6,940,386	1.46	4,240,884	222,470	48.8
†First.....	8,000,000	8,560,488	8,507,277	112,709,702	3.74	71,610,720	10,731,836	41.5
First (Englewood)....	150,000	168,320	169,581	2,477,006	7.90	1,585,207	467,142	23.4
Fort Dearborn.....	1,000,000	447,712	450,553	11,617,601	1.71	7,980,620	646,650	37.0
Hamilton.....	500,000	158,216	160,526	8,008,000	6.89	4,871,351	741,181	37.8
Live Stock.....	1,250,000	408,038	420,202	10,026,761	3.88	6,946,447	35,850	46.7
Monroe.....	300,000	61,578	61,044	1,031,259	* 6.64	6,738,786	286,957	43.2
Republic.....	2,000,000	1,124,106	1,272,636	22,611,706	3.14	14,549,050	477,000	46.3
National City.....	1,500,000	491,825	484,545	12,612,508	23.60	7,654,292	1,426,607	43.2
National Produce...	250,000	62,753	60,633	1,120,344	23.81	640,873	251,999	46.7
Oakland.....	100,000	42,223	41,021	1,078,189	3.40	892,571	78,343	22.2
Prairie.....	250,000	67,889	82,831	1,545,327	15.55	928,415	63,900	55.5

All banks whose Capital is \$1,000,000 or over are listed on Chicago Stock Exchange.

(\*) Decrease.



BANK STATEMENTS—State Banks of Chicago, Official Report of February 6, 1909.

Banks.	Capital.	Surplus and Profits, Feb. 6, 1909.	Surplus and Profits, Nov. 28, 1908.	Deposits, Feb. 6, 1909.	% In- crease.	Loans, Feb. 6, 1909.	Bonds, Feb. 6, 1909.	% Cash Means, Feb. 6, 1909.
American Trust. . . .	\$3,000,000	\$2,475,464	\$2,471,410	\$32,092,364	14. 11	\$18,117,647	\$6,810,735	39.3
Austin State. . . . .	50,000	44,711	43,375	1,160,524	11.30	464,577	376,030	35.7
Central Trust. . . . .	2,000,000	840,468	860,976	12,304,472	*13.96	7,005,013	2,948,188	35.9
Chicago City. . . . .	500,000	177,183	182,623	1,715,578	3.50	1,566,036	153,323	34.9
Chicago Savings. . . .	500,000	75,751	68,310	3,943,707	3.15	2,448,456	1,074,605	25.6
Colonial Trust. . . . .	600,000	485,685	499,088	3,065,078	*2.68	2,621,983	375,469	37.2
Cook County State. . .	50,000	4,833	5,956	342,641	.28	280,290	33,634	30.1
Drexel State. . . . .	200,000	55,865	60,956	1,563,004	.54	1,204,929	237,219	17.2
Drovers' Trust. . . . .	200,000	92,969	92,598	1,993,192	6.37	1,304,505	592,771	19.8
Englewood State. . . .	200,000	31,160	34,927	860,154	7.32	650,481	130,187	30.3
First Trust & Sav. . . .	2,000,000	2,330,449	2,163,696	39,012,379	11.74	15,048,417	15,497,301	32.8
Foreman Bros. . . . .	1,000,000	515,764	544,407	7,849,752	8.37	6,337,285	183,300	36.2
Harris Trust. . . . .	1,250,000	808,803	713,570	6,575,384	*17.10	1,868,953	3,838,453	44.5
Hibernian. . . . .	1,500,000	846,632	855,515	21,206,507	1.78	14,469,420	4,165,736	22.9
Illinois Trust. . . . .	5,000,000	8,258,084	8,319,582	86,735,762	10.14	54,366,694	16,662,384	33.3
Kaspar State. . . . .	200,000	106,340	117,631	2,364,564	6.24	1,967,984	182,325	22.1
Kenwood Trust. . . . .	200,000	44,064	46,231	764,076	15.41	842,998	.....	20.6
Lake View Trust. . . .	200,000	31,619	35,979	637,220	1.94	665,874	73,556	17.4
Merchants Loan. . . .	3,000,000	4,867,652	4,869,747	58,758,004	10.75	27,580,047	9,112,189	51.0
Metropolitaa Trust. . .	750,000	250,615	255,688	3,914,921	*13.56	3,195,267	761,440	23.3

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(\*) Decrease.

## (State Banks Continued.)

## BANK STATEMENTS—State Banks of Chicago. Official Report of February 6, 1909.

Banks.	Capital.	Surplus and Profits, Feb. 6, 1909.	Surplus and Profits, Nov. 28, 1908.	Deposits, Feb. 6, 1909.	% In- crease.	Loans, Feb. 6, 1909.	Bonds, Feb. 6, 1909.	% Cash Means, Feb. 6, 1909.
North Av. State Bk.	\$ 200,000	\$ 65,891	\$1,865,592	\$ 626,982	6.93	\$ 664,310	\$ 35,995	22.6
Northern Trust....	1,500,000	2,045,679	10,645	29,021,197	13.60	10,612,347	8,006,615	44.2
North Side State..	50,000	10,570	52,422	519,280	10.04	919,186	61,983	27.6
North-Western Tr..	200,000	48,036		1,550,681		919,042	512,706	22.2
Peoples Trust.....	200,000	88,994	90,687	1,166,701	5.70	1,145,767	2,000	21.0
Prairie State.....	500,000	40,752	98,966	6,426,993	2.42	3,876,394	1,745,889	20.9
+ Pullman Trust....	300,000	163,004	163,485	3,167,402	3.08	1,731,356	1,192,080	22.5
Railway Exchange..	250,000	10,953	22,433	916,978	15.87	545,116	201,451	45.0
Royal Trust.....	500,000	552,422	500,280	4,922,129	11.48	2,370,073	1,295,839	45.3
Security Bank.....	300,000	131,978	135,951	1,699,028	4.89	1,347,545	415,229	17.8
South Chicago Sav..	200,000	78,005	79,332	1,126,935	5.71	557,271	534,151	24.8
State Bk Chicago..	1,000,000	1,364,095	1,338,910	19,592,579	5.91	14,096,725	1,939,422	30.3
Stockmens Trust....	200,000	21,002	24,167	914,183	* 2.69	660,193	53,583	39.9
Stock Yards Sav'gs.	250,000	168,016	175,888	2,060,024	7.98	1,396,204	711,874	18.1
Union Bk Chicago..	200,000	41,783	39,900	823,417	* 4.15	1,724,499	128,750	25.7
U. S. Y'ds State....	200,000	60,863	60,477	834,408	9.84	698,703	102,506	26.2
Union Trust.....	1,000,000	1,132,907	1,144,721	13,388,597	8.88	7,132,503	3,484,658	36.6
West Side Trust....	200,000	50,872	55,835	1,845,050	8.63	1,476,838	2,500	18.3
Western Trust....	1,000,000	220,841	229,536	8,856,327	15.34	5,786,285	880,898	38.3
Woodlawn Trust....	200,000	31,978	30,789	779,862	13.57	705,831	48,823	26.5

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(\*) Decrease.

Fort Dearborn National, 132 Monroe street.

Hamilton National, 171 La Salle street.

Harris Trust and Savings, 204 Dearborn street.

Hibernian Banking Association, Monroe and Clark streets.

Hyde Park Bank, 111 Fifty-third street.

Illinois Trust and Savings, La Salle street and Jackson boulevard.

Industrial Savings, 652 Blue Island avenue.

Kasper State, 623 Blue Island avenue.

Kenwood Trust and Savings, Grand boulevard and Forty-seventh street.

Merchants' Loan and Trust Company, 135 Adams street.

Metropolitan Trust and Savings, 108 La Salle street.

Monroe National, 152 Monroe street.

Mutual Bank, Wabash avenue and Madison street.

National Bank of the Republic, 171 La Salle street.

National City, 184 La Salle street.

National Live Stock, Exchange Building, Stock Yards.

National Produce, Lake and Clark streets.

North Avenue State, North avenue and Larabee street.

North Side State Savings, 245 North Clark street.

Northwest Savings, Milwaukee avenue and West North avenue.

Northern Trust Company, corner of LaSalle and Monroe streets.

Northwestern Trust and Savings, 814 Milwaukee avenue.

Oakland National, 3901 Cottage Grove avenue.

People's Trust and Savings, 4711 Ashland avenue.

Prairie State, West Washington and Desplaines streets.

Prairie National, 159 La Salle street.

Pullman Trust and Savings, Arcade Building, Pullman.

Ravenswood Exchange, 1305 West Ravenswood Park.

Railway Exchange Bank, 15 Jackson boulevard.

Security Bank of Chicago, 409 Milwaukee avenue.

State Bank of Chicago, La Salle and Washington streets.

Stockmen's Trust and Savings, 5425 South Halsted street.

Stock Yards Savings, 4170 Halsted street.

Union, 70 La Salle street.

Union Trust Company, Tribune Building.

Union Stock Yards State, 4649 South Ashland street.

Washington Park Bank, 6242 Cottage Grove avenue.

Western Trust and Savings, Rookery Building, 217 La Salle street.

West Englewood Bank, 1637 West Sixty-third street.

West Side Trust and Savings, 284 West Twelfth street.

Woodlawn Trust and Savings, 451 East Sixty-third street.

**Bar Association.**—A society of members of the Chicago bar, the objects of which include the elevation of the profession, the preservation of a dignified and upright judiciary, high morality in practice, and the promotion of all needed legal reforms, located at Suite 1110, Fort Dearborn Building.

**Barrington.**—Barrington is 31.6 miles from Chicago, and its population is 1,162. Nearby, are Wauconda and Lake Zurich, popular fishing and summer resorts. This town lies in a fine farming and dairy section.

**Baseball.**—The level ground, and large number of vacant lots, renders Chicago particularly the paradise of the baseball player. Within the city limits there are now six enclosed ball parks, the National League, at Polk and Lincoln streets, the American League, at Wentworth avenue and Thirty-ninth street, and four belong to strong semi-professional teams. These games are largely patronized, and draw audiences of the best people in the city. Attendance at each of the two parks will average about 2,000 on week days, 5,000 on Saturdays, and as high as

from 12,000 to 22,000 on Sundays. Much rivalry exists between the competing leagues, and no love is lost between the National and American managers.

**Baths (Turkish).—**The Turkish bath, as an agent for the reduction of flesh, or the restoration of vitality, is very popular in Chicago, and the larger hotels have excellent bath-parlors connected with their establishments. The baths of the Palmer House, Grand Pacific, and other hotels, are well patronized, and prove sources of considerable profit.

**Bedrooms.**—We spend one-third of our lives in bed. For this reason the bedroom is an important factor in our physical health and vigor. The sleeping room furnishings should be few and simple in character. There should be no carpets for the collection and retention of dust. The bed may be either of wood or iron, but the plainer the better. The floor should be of hardwood. The walls and ceilings should be calcimined rather than papered. This will necessitate more frequent decorating, but the processes of washing the surfaces and calcimining are cleansing and insure perfect renovation. There should be windows opening to the outside air and these should be opened whenever the room is occupied. In the morning the room and bedding should be thoroughly aired. Do not forget to open the windows in the day time nor to run up the shades and let in all the sunshine possible.

**Beggars.**—Chicago is no exception to the rule that the streets of every large city are more or less infested with beggars. They abound principally in public places and often select the streets through which persons must pass in going to and returning from places of amusement or public resort, in which to ply their trade. Unfortunately, they are too frequently rewarded by considerable gains for their clever insight into human na-

ture, since men, and particularly young men, prefer bestowing a trifle upon them to enduring their importunities when in company with a lady. The impostorship of street beggars is the one rule to which there has been as yet no exception. If you have a desire to relieve the distress of any worthy object, by inquiring of any clergyman, or of the Overseer of the Out-door Poor, 33 West Washington street, near Canal, you may find plenty of opportunities, but in the streets you will find only professional and shameless beggars who levy *ad valorem* dues on personal weakness. To give to them is worse than foolish, since by so doing you encourage them in their assaults upon others. When appealed to in the streets, a short, sharp "No!" will usually suffice to rid you of your beggar; but if he persists, threaten to hand him over to the first police officer, and he will leave you at once. To remarks from shabbily dressed men like, "Excuse me, sir, but I—" or, "May I speak to you a moment, sir?" reply, "No" decisively, and before they get any further, as this is the prelude to some tale as touching as it is untrue. Householders should positively forbid their servants to allow any beggar inside the basement doors under any pretext whatever, as they are very often the "pals" of thieves, and while they may not steal themselves, they quickly inventory the place and gauge the strength and fastenings to the doors and windows for the information of thieves. The great number and wide scope of the charities of Chicago (see Benevolent Societies and Institution) leave no excuse for mendicancy, and it is the duty of every police officer to arrest any person found begging in the streets.

**Berwyn.**—Berwyn is 9.6 miles from Chicago, and has a population of 3,000. This is a beautiful little town, with many elegant homes. There are no saloons. Churches of various denominations are found here.



**Billboards and Signs.**—Every billboard or sign of greater height than two feet and placed on any building above the level of the ground shall be made wholly of incombustible material and shall be securely anchored and fastened in a manner satisfactory to and approved by the commissioner of buildings.

No billboard or sign anchored to, fastened to, or situated above or upon the roof of any building shall be constructed so that the bottom of such billboard or sign shall be less than one foot or more than six feet above the surface of such roof, and no such billboard or sign shall exceed eight feet in height or be more than one hundred square feet in superficial area.

No billboard or sign such as is described in this section, whether anchored to or fastened to any building, or situated or located upon the roof thereof, shall be constructed or put in place unless in accordance with plans and specifications which have been submitted to and approved by the commissioner of buildings.

**Billiards.**—Amateurs of this game, who are strangers in Chicago, would do well to remember that billiard sharps, as well as billiard tables, abound in every quarter of the city, and should therefore be wary of nice young men who want to bet a trifle on the game. Whenever this is done, the stranger's game is apt to improve marvelously at critical moments. Tables are to be found in all the principal hotels and restaurants, and at many places devoted exclusively to that purpose and drinking. The Brunswick-Balke-Collender Company tables are the best. The usual charges are 50 cents an hour.

**Bill-posting.**—As blank-walls and board-fences decrease in number, the bill-poster becomes a more and more important factor in Chicago business circles—at least in those circles where showy advertising is considered an essential element

of success. There was a time when anybody could post bills, but now the business is almost entirely in the hands of a few persons, and woe to the man who has the temerity to hire an outsider! His bills, if they are put up at all, are covered up so quickly by others that it would be difficult to establish that they were there at all. Once in a while regular bill-posters have a disagreement among themselves, and they wage bitter war by each destroying—generally at night—the bills put up by the other; but as a rule they work together in harmony, and divide custom on some regular plan. The theaters have bill-boards of their own, placed on the principal streets in front of premises, the owners of which give permission, generally in consideration of a stipulated number of "dead-head" passes. Windows in which lithographs are displayed are paid for, as a rule, in the same way. Owners of vacant lots and builders of new houses very often turn an honest penny by letting out the privilege of posting bills on the fences, or on the piles of brick, to some particular bill-poster.

**Bismarck Garden.**—The Bismarck Garden is located on Evans-ton avenue and North Halsted street. Take the Northwestern Elevated train or North Clark street surface line.

**Blackstone Memorial Library.**—This beautiful structure is worthy of particular mention, not only because it is one of the finest and costliest library buildings of its size in the world, but also because it marks the beginning of the branch library system in Chicago. The location is a triangular lot at the intersection of Lake and Washington avenues and Forty-ninth street. The building covers a rectangular space of 100 by 45 feet, with entrance on Lake avenue. It is constructed of white granite in the pure Ionic-Grecian style, modeled after the famous Erechtheum at Athens. The interior embodies a



book-room at the left, with a capacity of 20,000 volumes; a reading-room on the right, and a small reading-room for young people at the rear, all opening from the rotunda that is finished in pure Italian statuary marble, and is surmounted by a dome embellished with decorative panels by Oliver Donatt Grover. The interior finish is of the finest mahogany shelves. The structure, fully equipped, together with the lot on which it stands, were the gift of Mrs. T. B. Blackstone, in memory of the late Timothy B. Blackstone, a prominent and wealthy citizen of Chicago. It is operated as a branch library, having some 15,000 volumes on its shelves, which are circulated for home service, or may be used in the beautiful reading-room in the building. Direct connection with the central library is secured by means of a telephone and a delivery station, so that books required for a special purpose may be quickly transferred from the larger collection.

**B'nai Abraham Cemetery.**—Located one-half mile south of Waldheim, and about ten miles from the City Hall. Take train at Grand Central depot via Chicago & Northern Pacific Railroad. Trains leave at 12:01 p. m. daily, including Sundays.

**Blue Island.**—Blue Island is 15.7 miles from Chicago, and has a population of 6,144. It is a manufacturing suburb of Chicago, and several large breweries, lumber and brick yards are located here.

**B'nai Shilom Cemetery.**—Located on North Clark street and Graceland avenue. Take North Clark street electric line or Evans-ton Division of Chicago, Milwaukee & St. Paul Railway.

**Board of Aldermen.**—Total membership, 70—two from each of the thirty-five wards. Compensation, \$3,000 per year, with mileage and secretary's salary of \$1,500 a year for the hold-over members. During the building of the new City Hall they will meet in a council

chamber 200-206 Randolph street, known as the Lehman Building. The aldermen maintain offices in their wards, and are accessible to their constituents.

Regular meetings of the council are held every Monday evening at 7:30 o'clock. In general the duties of the Board of Aldermen are to enact ordinances for the government of the city, levy and collect taxes, make appropriations, regulate licenses, etc.

**Board of Trade.**—The Chicago Board of Trade was organized on the 13th day of March, 1848, when the population of Chicago was about 28,000 souls. Its first annual meeting was held in 1849. Since that date not only has Chicago but the entire West made phenomenal progress. Its numbers then, of course, were very small. Its beginnings were merely initiatory and in view of the development of this part of the country, as considered by those few sagacious men who convened and established this great commercial body. It provides facilities for the transaction of business, such as the Exchange Room, telegraphic facilities, placing this market in instant communication with all the markets throughout the world; valuable statistical information, committees of arbitration for the inexpensive and prompt settlement of business controversies. In a great variety of facts this statistical information is daily and hourly, and, in fact, in many instances, instantaneously at the service of the members of the Board, to guide them to an intelligent conduct of their business, and to enable them to fully and properly advise the producer and consumer of this great range of information, designed to aid them in intelligently instructing their commission merchants as to the conduct of the grain consigned to their care. Telegraphic facilities are provided for unhindered and prompt communication with shippers, with customers, with purchasers and with consumers. All of these statistics are not only at



CHICAGO BOARD OF TRADE BUILDING,  
La Salle Street and Jackson Boulevard.

the service of the members, but representatives of the press have constant, unhindered access to this range of information in order that the public may be kept fully informed regarding values and the general movement of merchandise dealt in by members of the Board.

To indicate the growth of the business connected with the Chicago Board of Trade and also the growth of the immense territory tributary to Chicago, I would state that the quantity of flour shipped from Chicago in 1848 aggregated 45,000 barrels; the number shipped in 1908 was 9,180,000 barrels. The quantity of wheat shipped in 1848 was about 2,000,000 bushels; the quantity shipped in 1908 was 23,000,000 bushels. Our receipts of corn in 1908 aggregated 91,000,000 bushels; of wheat, 21,000,000 bushels; of oats, 93,000,000 bushels; in round numbers. The total receipts of grain and of flour in its wheat equivalent, for the year 1908, aggregated 272,941,506 bushels; shipments for the year aggregated 222,783,375 bushels.

The system of buying and selling grain for future delivery has been of immense benefit to the farmer and producer. It was devised solely in the interest of the farmer and interior grain buyer. It provides for the economical marketing of the chief crops of the West; it creates and maintains a broad, active and constant market for the sale of grain and provisions, independent of an immediate, actual, existing consumptive demand; it was an evolution and grew naturally, gradually and inevitably out of the pressing necessities arising from the rapid growth of a vast fertile area, whose teeming products awaited facilities for ready and constant sale, at prices just to buyer and seller, to producer and consumer, and without any unfair advantage to either the capitalist or merchant on the one hand or the farmer or country dealer on the other hand.

It provides the agriculturalist with ready money, which in turn

finds its way through the country stores to wholesale merchants in great centers of trade, and more than any other measure keeps the complicated machinery of business in harmonious activity. This ready money circulates without interruption through the arteries of our far-reaching commercial and industrial life, sustaining in a large degree our wholesale trade in all departments of business. It brings to the knowledge of the grain dealer and farmer all facts which are essential for them to know, in order to arrive at the intrinsic value of their grain, as measured by the supply, and the whole supply; the demand, and the whole demand, the world over and the year through. At the time of harvest when receipts are inevitably larger than the then demand, without this system the seller would be at the mercy of the capitalistic buyer. At this juncture, the system of buying and selling for future delivery steps in and says, to the monopolist and capitalist, keep your hands off and not take advantage, to the detriment of the producer, or abnormal and exceptional conditions.

The Board of Trade has no interests to promote, it simply prospers and commends itself to the public by virtue of the facilities which it affords for the economical and prompt marketing of grain at prices fair to the buyer and to the seller.

It is useful in proportion as it subserves the interests of the public. Without prejudice and without discrimination, it holds the scales of justice in the dissemination of valuable information with an even hand.

The objects of the Association are: To maintain a commercial exchange; to promote uniformity in the custom and usages of merchants; to inculcate principles of justice and equity in trade; to facilitate the speedy adjustment of business disputes; to acquire and disseminate valuable commercial and economic information; and,

generally, to secure to its members the benefits of co-operation in the furtherance of their legitimate pursuits.

**Boarding Houses** are the homes of a large number of the permanent as well as transient population of Chicago, and are of as many grades as there are ranks in society. People living in tenement houses not infrequently "take boarders" in their cramped and dirty apartments, and from this basis boarding houses rise in size, style and price to the superb houses in the fashionable avenues, where every convenience and luxury of a first-class hotel may be obtained. The boarding houses of the laborer and mechanic may be passed over, and the next grade are the houses occupied by the vast army of clerks and salesmen and saleswomen employed on small salaries all over the city. The rates of board in these houses range from \$5 to \$10 a week, according to the location of the house and the room occupied. Three meals a day—breakfast, dinner and supper—are furnished, and the table is the same for all, variations in price being based solely upon the apartments occupied. Some of these houses are not distinguished for cleanliness. The traditional frowzy and slatternly servant girl waits on the door and is omnipresent at meal time. The meals are, as a rule, composed of coarse food, poorly cooked and served. The stranger who, for economy or other reasons may desire to patronize one of these houses, will find them in great numbers a few squares from the business center in almost any direction, indicated always by a slip of paper pasted on the side of the doorway, on which is written, "Furnished rooms with board." On entering he will find in each a parlor of severe aspect and an oppressive air of shabby gentility. In almost every section of the city there are boarding houses where handsome rooms and a good table may be had at prices ranging, for one person, from

\$10 to \$50 a week or more, the price being still graded on the room, so that if two persons occupy one room the price is materially decreased. Strangers or others engaging board would do well to carefully avoid engaging their rooms longer than from week to week, as the presence of disagreeable people or other contingencies frequently make it desirable to change, and an arrangement for a longer term is almost sure to result in trouble. Americans are exceptionally fond of hotel life, and at all of the hotels there are a large number of permanent boarders who obtain a concession of from 30 to 50 per cent from the rates charged to transient guests. Added to the people who live in boarding houses and hotels, there are many who live in lodgings and take their meals at restaurants and clubs. Particulars in regard to these are given under appropriate heads. Persons who live in boarding houses are subject to many annoyances from the presence of disagreeable co-tenants, and strangers in the city will do well to make it a rule not to make acquaintances among their neighbors, nor to accept invitations to accompany them about the city. References as to character and responsibility are usually given and required in the better class of boarding houses, but strangers who are unable to furnish these, if of respectable appearance, are admitted upon payment of their board in advance. In winter an extra charge of from 50 cents to \$2 is made for fires in rooms. Gas is not charged for, nor attendance; but it is well to have all these things stipulated in advance. Many boarding houses also take lodgers, the taking of meals in the house being optional. This, however, is the exception and not the rule.

**Bogus Lots.**—There are over 2,000 lots in Cook County 7½ feet front by 40 feet deep, with a 2-foot alley and a 5-foot street. In addition to their diminutive size, they lie under water about twenty-three



miles from the court-house, and six miles from any railroad, in section 19, town 37, range 13, a locality where drainage can never be successfully accomplished. This lot swindle was perpetrated by one Scott and his accessories, under name of "The Boulevard Addition to Chicago." This is the only downright swindle of the kind known in Chicago for years. No doubt other dealers have flattered themselves that they were cheating their customers badly by shoving remote and unpromising lots upon them, but so rapid has been the development of the city and its surroundings, by new railroads and otherwise, that the buyers of bad bargains have, by holding on, come out gainers, in spite of their own stupidity.

**Bonds of Cook County.**—Bonds outstanding to date, January 1, 1909, \$8,027,400. The county's credit is good for many times that amount.

**Boots and Shoes.**—The wholesale trade in boots and shoes in Chicago is more than twenty per cent greater in volume than that of any other wholesale market in this country. It is the distributing point of hundreds of shoe manufacturing towns and cities east and west, and the open stocks, in quantity as well, surpass those of any other city in the world.

There are scores of boot and shoe manufacturing plants in Chicago, the combined floor space of which exceeds the aggregate of any similar establishments east or west. The output last year was approximately \$27,000,000 in value, while the sales aggregated more than \$75,000,000. The sales of leather and findings amounted to more than \$12,000,000.

**Boulevards.**—The system of boulevards under control of the several boards of Park Commissioners, contemplates a continuous driveway of thirty-eight miles around the city, taking in the chain of parks, from Lincoln on the north to Jackson on the south.

Much of this mileage has been improved in a substantial manner, and Drexel boulevard, especially, has been made the scene of a floral display along its two miles of roadway. The great boulevard lines are broadly marked on all maps of Chicago, and every eye must have become familiar with the outline. At the far southwest is Gage Park, twenty acres; at the far northwest corner is Logan Square, four acres. The boulevards on the South Side are Grand, Drexel, Oakwood and Garfield, under control of the South Park Board, whose jurisdiction also embraces Michigan avenue from Jackson boulevard to Thirty-fifth street. On the West Side the park boulevards have seventeen miles of frontage, from a connection on the south with the South Side park improvements to the north with the Lincoln Park improvements. The authority of the West Side Board has also been extended over Washington and Jackson streets, west of Halsted street, and over portions of Ashland avenue, Twelfth street and Ogden avenue. The Lincoln Park Commissioners are to complete the grand boulevard connection by a broad thoroughfare westward to Logan Square, and it is contemplated to extend their authority over some North Side street for a direct connection with the center of the city, thus completing the circuit. All this great achievement has been the work of less than twenty years. What dreamer shall reveal to us the glorious scenes which these parks and boulevards will present in another twenty years, when Chicago, with her vast population, will have put them under the highest improvement and best utility?

### Boundaries of Chicago.—

#### ON THE NORTH.

From Lake Michigan southwest along Rogers avenue, or Indiana boundary line, to Howard street, west to North Kedzie avenue, south to Devon avenue, west to Milwaukee avenue, northwest to Fulton



avenue, thence west along section lines to Norwood Park avenue.

#### ON THE WEST.

From a point north of Fulton avenue extended and Norwood Park avenue south along section line to West Devon avenue, west to Winter street, south to Everill avenue, east to section line west of Wilson street, south to West Bryn Mawr avenue, east to North Sixtieth avenue, south to West Irving Park boulevard, west to North Seventy-second avenue, south to West North avenue, east to Austin avenue, south to West Twelfth street, east to South Forty-sixth avenue, south to West Thirty-ninth street, west to South Forty-eighth avenue, south to West Eighty-seventh street, east to South Western avenue, south to West One Hundred and Seventh street, east to South Halsted street, south to West One Hundred and Eleventh street, west to South Peoria street, south to West One Hundred and Fifteenth street, west to South Ashland avenue, south to West One Hundred and Twenty-third street, east to South Halsted street, south to Little Calumet river.

#### ON THE SOUTH.

From Halsted street in an easterly direction, with slight deviation, along the Little Calumet to One Hundred and Thirtieth street and the Illinois Central Railroad tracks, south to the Little Calumet, south-east to Indiana avenue, south to One Hundred and Thirty-eighth street, east to the Indiana state line.

#### ON THE EAST.

From One Hundred and Thirty-eighth street north along the Indiana state line and the shore of Lake Michigan to Rogers avenue, or Indiana boundary line.

**Bowling Alleys.**—Alfred Anderson, 5126 Wentworth avenue.

A. C. Anson Co., 141 East Madison street.

Louis A. Bensinger, 118 Monroe street.

Chas. Browning, 5906 State street.

N. J. Bruck, 6202 South Halsted street.

Stanley E. Buckett, 893 Fifty-first street.

Co-operative Bowling Assn., 75 Randolph street.

Chas. Creighton, 739 Wells street.

Chas. Kappes, 792 West Lake street.

Kells Bros., West Harrison and Forty-fifth avenue.

Kenwood Bowling Alleys, Billiard and Pool Hall, 458 East Forty-seventh street.

W. P. Mussey & Co., 160 Madison street.

North Chicago Bowling Assn., 530 Wells street.

Schindler's Alleys, Milwaukee avenue and Huron street.

**Bowling Alleys.**—Manufacturers.—The Brunswick-Balke-Collender Co., office and salesrooms 263 and 265 Wabash avenue.

**Bowmanville.**—In earlier days Bowmanville was a small German settlement. This is a pleasant ride out North Clark street and Lincoln avenue. Truck gardening is the main industry.

**Breathing Places.**—Chicago believes in fresh air and has recently created a large number of attractive small parks in the congested residence areas. In the Chicago small parks system there are forty-one little parks—breathing places—and fifteen municipal playgrounds. In the great parks system there are thirty-five large parks all within the city limits. The total acreage of the public parks is 2,158. Free public baths and bathing beaches to the number of thirty-five are also maintained.

**Breweries.**—There are at present forty breweries located in Chicago, with an annual output of \$16,250,000. The quality of the Chicago product is considered the best in the world. The competition is so great that a concern with an inferior product could not survive. The industry employs thousands of men and teams. The product of all climes and countries may be had in this market.

**Bridges.**—There are now within the city limits sixty-six bridges and thirty-four systems of viaducts. Fifty-one of the bridges are movable and fifteen are fixed spans. Twelve of the movable bridges (city's) design, one is a Page Bascule bridge, one a vertical lift bridge and the balance swing bridges. Twenty-nine of the movable bridges are operated by electricity, one by steam and the rest by hand power.

**Bric-a-Brac.**—To presume to advise professional collectors, or experienced amateurs would be worse than useless. Whatever they know, they have, in almost all cases, dearly paid for. The well-informed stranger in these matters will find a field where he can pick up quite a number of antiques and curios among the shops scattered throughout the city where pawnbrokers' unredeemed pledges are sold. If one desires to purchase, or simply to look, in his sightseeing, at bric-a-brac, he will find himself welcome in various establishments, where there are on exhibition collections of great beauty and variety.

**Bridges Washed Away by Flood.**—The flood of March 12, 1849, caused by the sudden giving away of masses of ice in the south branch of the river, swept away the bridges at Madison, Randolph, Wells and Clark streets, causing a damage of \$15,000 to the city and \$93,000 to shipping interests.

**Bridewell, or House of Correction.**—This is practically a prison for the incarceration and punishment of those who violate the city ordinances, and for offenders who do not deserve a term in the penitentiary. It is located in the southwest portion of the city, or to be exact, at South California avenue, near West Twenty-third street. Take Blue Island avenue cars. Chicago has no particular reason to be proud of this prison, notwithstanding the fact that it cost to date about \$1,500,000. It is managed by a superintendent, who is ap-

pointed by the Mayor. Of late years, the arrival of prisoners per year will average 9,000, of whom seven-eighths are male. The prisoners do about \$60,000 worth of work per year, and the chief industries of the place are a huge laundry and brick making. The county prisoners are also sent here. For this service the city receives thirty cents per capita, daily. The superintendent has succeeded in securing 1,300 volumes, the voluntary contribution of the citizens, as a nucleus of a library for the benefit and instruction of the inmates. The younger inmates of both sexes, during their stay, also receive a daily course of instruction from a competent teacher. These new features of prison life at this institution are calculated to improve the mental and moral condition of the inmates, and thus, so far as circumstances will permit, making the institution in deed as well as name, a House of Correction.

**Briggs House.**—Corner Randolph street and Fifth avenue, Chicago. European plan. Remodeled and refurnished. A complete first class hotel with all modern improvements. Every room has telephone, electric lights, steam heat and running water. Location very central, one block from the City Hall and in the midst of all public buildings and leading theaters. A first class restaurant in connection.

**Brink's City Express.**—Brink's City Express is the oldest and most reliable company transferring trunks, packages, etc., throughout the city.

Prices from center to card limits:  
 On pkgs. 10 lbs. (when delivered at office)....\$0.15  
 Call for delivery..... .20 to \$.25  
 One trunk ..... .25 to .50  
 One barrel (not to exceed in size and weight a barrel of flour), each .35  
 Sack of potatoes, less 200 lbs., each ..... .25  
 One baby cab ..... .35 to .50  
 One barrel sugar, cement, salt or sewing machine .50  
 Typewriter, 25 cents and stand ..... .50  
 Barrel or box from height (200 lbs. or less, not bulky) ..... .50

Jar butter .....	\$0.25
One barrel or sack, with one or two small pkgs. (as starch boxes).....	.50 to \$0.75
One barrel oil or liquor.....	.50
One barrel of syrup.....	.75
Stoves .....	.50 to 1.50
Down town office, 84 Washington street. Telephone, 109 Express. West Side office, 132 West Monroe street.	

**Brookfield.**—Brookfield is 12.3 miles from Chicago, and has a population of 2,000. It is a residential suburb, and many business men have their homes here as it is an out-of-town residence place.

**Bucket Shops** is a term applied to places outside the Stock Exchange and Board of Trade, where stock gambling is carried on in a small way, by the aid of the quotations furnished by the instruments of the Gold and Stock Telegraph Company. This is gambling pure and simple, since not a share of stock changes hands, a formality carefully preserved in the regular exchanges, although it is generally understood to be simply an ingenious way of "whipping H. S. M. around the stump." A large blackboard is erected on one wall of the bucket shop, and on this board are displayed figures of the latest quotations of all the principal stocks and provisions. Two young men are constantly engaged in changing these figures in obedience to the mandates of a third, who sits at the instrument and announces the fluctuations. On a row of benches and chairs in front of the board sits a crowd of men and boys, watching with all the gambler's eagerness the changing quotations. At an office at the end of the room stock privileges are sold, as small a sum as \$5 being accepted. When a stock rises or falls in price enough to wipe out the margin paid, the account is closed. On the other hand, the speculator presents his privilege and collects his money and profit, less a small percentage for brokerage. The habits of these rooms are broken down stock brokers and speculators, and young men and boys. Many once wealthy men, ruined by stock gambling,

may be seen, seedily dressed, hurrying about these places, unable to resist the fascination of the street, and many boys are lured on to ruin by venturing their employers' money. At one time there were a great many of these places in the city, but by a concerted action on the part of the Board of Trade and the recently enacted law, most of them have been driven out of the business.

**Budget of 1909.**—The estimates of the twenty-three departments for 1909, as compiled by the heads of each, are in the following tabulation:

	Dept. Estimate 1909.
Mayor's office .....	\$ 32,000
Bureau of transportation..	3,500
City clerk .....	70,790
City treasurer .....	55,674
City collector .....	84,487
City prosecutor .....	52,479
Small parks .....	58,563
Civil service .....	62,897
Council .....	210,000
Health department .....	636,102
Corporation counsel .....	191,720
City attorney .....	199,928
City comptroller .....	123,455
Bureau sewers .....	619,637
City Hall operation.....	192,256
Building department .....	128,301
Election commission .....	532,738
Board local improvements.	1,132,284
Electrical department....	1,311,421
Fire department .....	3,075,062
Bureau bridges and har- bors .....	3,181,273
Bureau streets .....	3,198,453
Police department .....	6,986,220
Total .....	\$22,239,240
Does not include water fund.	

#### **Budget Department of Health.—** Expenditures.

Total, on all accounts and total disbursements ..	\$607,159.41
Ordinary .....	519,265.60
Extraordinary (buildings, etc.) .....	87,893.81
Revenue Created—Total.	200,559.01
Licenses, total .....	136,005.00
Hospitals .....	4,700.00
Undertakers .....	4,160.00
Ice dealers .....	9,305.00
Milk—stores .....	24,230.00
peddlers .....	27,220.00
Bakers .....	5,200.00
Scavengers—private .....	785.00
night .....	250.00
Packers and renderers..	10,800.00
Rendering tanks .....	2,700.00
Restaurants .....	25,995.00
Work shops .....	6,300.00
Soap factories .....	2,700.00
Tanneries .....	1,250.00



Delicatessen .....	\$10,410.00
Other Fees and Receipts, total .....	42,466.01
Plumbing plans inspection fees .....	38,091.25
Plumbers' certificates ..	425.00
Certified copies of death records .....	2,013.00
Asst. Undertakers' certificates .....	35.00
Antitoxin sales .....	546.75
Sales condemned calves. Fines imposed by Courts for Violation of Health Laws, total .....	1,355.01
For violation of pure food laws (milk, etc.) .....	22,088.00
For violation of sanitary ordinances .....	17,452.75
For violation of other health ordinances ....	4,570.25
Summary.	65.00
Total appropriated for health by City Council	835,204.39
Total expenditures .....	607,159.41
Total receipts .....	200,559.01
Excess of expenditures over receipts .....	406,600.40
Per Capita Cost for Health Conservation.	
Net (after deducting receipts from expenditures) .....	18.7c
Gross (not deducting receipts from expenditures) .....	28c

### Building Department, City Hall.

—The Commissioners of Buildings is a feed office. The commissioner is nominated by the Mayor and confirmed by the Board of Aldermen. The department supervises the erection of new buildings and additions to old structures, within the city limits. All plans for buildings must be filed with and approved by the Building Department before a permit is granted. It also inspects the condition of buildings with reference to their safety, and has the power to order down or repaired all dangerous buildings, and to see that proper means of escape from buildings, in case of fire, are provided. Chicago is now settling down, so to speak, in its building operations, and the mushroom growths of former days have been succeeded by more substantial work, even if not so speedy.

### Building and Loan Associations.

—There are 167 associations in Chicago. Total assets, \$14,157,766.46. Loans to stockholders, \$12,342,362.69. The gain in assets is about 7 per cent per annum.

**Building the City.**—The following table shows the building operations in Chicago during the last ten years:

	No. buildings.	Feet frontage.	Cost.
1908 .....	10,649	289,692	\$62,927,220
1907 .....	9,545	261,645	58,846,480
1906 .....	10,488	280,537	65,432,680
1905 .....	8,660	249,026	63,830,700
1904 .....	7,132	202,524	44,602,340
1903 .....	6,229	180,219	32,645,025
1902 .....	6,013	192,056	48,455,850
1901 .....	6,052	170,044	35,532,450
1900 .....	3,510	98,975	18,893,850
1899 .....	3,792	112,239	20,856,570
1898 .....	4,066	133,604	21,231,225

**Bureau of Charities.**—Room 401, 158 Adams street, Rand McNally Building. This is one of the principal charitable organizations in Chicago. It provides material relief in emergency cases. It stands for intelligent co-operation among all charitable agencies of the city, and maintains working relation with settlements, churches, schools and other organizations. It has ten district offices in order to reach all parts of the city promptly.

**Business Laws.**—Principals are responsible for the acts of their agents.

Contracts made on Sunday can not be enforced. Written contracts concerning land must be under seal.

Notes do not bear interest unless it is so stated.

If a note is lost or stolen, the maker is not released if the consideration and amount can be proved.

Demand notes are payable when presented, without grace, and bear legal interest after a demand, if not so written.

An endorser on a demand note can be held only for a limited time, variable in different states.

To be negotiable a note must either be made payable to bearer or be properly endorsed by the person to whose order it is made.

If the endorser desires to avoid responsibility, he can endorse "without recourse."

Notes becoming due on Sunday or a legal holiday are, as a rule, payable on the day following.

A note made on Sunday, or one dated ahead of its issue, is void, but it may be dated back.



If a note is altered in any way by the holder it becomes void.

A note made by a minor is void in some states and is voidable on judicial decision in others.

A contract with a minor or a lunatic is void.

If a note is not paid when due, the endorsers, if any, should be legally notified to be holden.

A note obtained by fraud or given by an intoxicated person cannot be collected.

It is a fraud to conceal a fraud.

Signatures with a lead pencil are good in law.

The acts of one partner binds the others.

**Cable Rates from Chicago.**—Cost per word of sending messages to the places named. Rates are subject to change:

tieth street. Here is a wealthy club, whose membership includes prominent men of all careers, but mostly business men. The main dining hall has a capacity for seating 300 guests at table at one time; besides, there are three private dining rooms, which can be thrown into one grand salon, if occasion required.

**Calvary Cemetery.**—The burial place for the dead of Catholic faith contains some hundred acres of beautiful ground on the Lake Shore north of the city about ten miles, and is reached by the Chicago & North-Western Railway. The grounds are beautifully improved. There are many very handsome monuments denoting the resting place of former residents of Chicago, and the plats of ground sur-

## EUROPE.

Austria .....	30.38	Montenegro ..	40.42
Belgium .....	31	Norway .....	41
Bulgaria .....	41	Portugal .....	45
Corsica .....	31	Roumania .....	40
Denmark .....	41	Russia in Eu-	
England .....	31	rope .....	49
France .....	31	Russia in Asia	
Germany .....	31	..... 56c to	62
Gibraltar .....	49	Sardinia .....	37
Greece .....	42	Scotland .....	31
Holland .....	31	Servia .....	40
Hungary .....	38	Spain .....	46
Ireland .....	31	Sweden .....	45
Italy .....	37	Switzerland ..	36
Luxemburg ..	36	Turkey .....	43
		Wales .....	31

## CENTRAL AMERICA.

Costa Rica...	75	Nicaragua —	
Guatemala —		San Juan del	
San Jose...	50	Sur. ....	70
Other offices	55	Other offices	75
Honduras ....	65	Salvador—La	
		Libertad ....	60
		Other offices	65

## WEST INDIES.

Antigua .....	31	Jamaica .....	48
Barbados .....	91	Martinique ..	100
Cuba—Havana	15	Porto Rico ..	75
All others...	20	St. Croix .....	102
Haiti — Cape		St. Lucia .....	85
Haitien ....	105	St. Thomas...	96
Moles St.		St. Vincent...	86
Nicholas ..	105	Santo Domin-	
Port au		go .....	132
Prince ....	105	Trinidad .....	98
Other offices	155		

## SOUTH AMERICA.

Argentine Re-		United States	
public .....	100	of Colombia—	
Bolivia .....	125	Buenave'ra.	109
Brazil .....	100	Colon (As-	
Chile .....	125	pinwall) ..	97
Dutch Guiana	138	Panama ....	97
Ecuador .....	125	Other offices	114
French Guiana	138	Uruguay ....	100
Paraguay ....	100	Venezuela ...	
Peru .....	125	.....\$150 to	160
		Caracas .....	150

## ASIA AND AUSTRALIA.

Australia—New		Formosa .....	182
So. Wales..	63	India .....	131
Queensland.	63	Japan .....	182
Victoria ...	149	Java .....	129
Rest of Aus-		Malay penin-	
tralia ...	63	sula .....	117
Borneo .....	117	New Caledonia	172
to .....	125	New Zealand.	158
Burma .....	92	Persia .68c to	119
Ceylon .....	82	Philippine isls	172
China .....	124	Singapore ....	117
Cochin China.	139	Sumatra ....	139

## AFRICA.

Algeria .....	38	Morocco, Tan-	
Benguela ....	280	gier .....	51
British East		Mozambique .	94
Africa .....	113	Natal .....	105
Cape Colony .	92	Orange River	
Delago Bay...	94	Colony ....	105
Egypt ..56 to	66	Sierra Leone.	141
German East		Transvaal ...	92
Africa .....	109	Tripoli .....	57
Kameruns ...	203	Tunis .....	38
Morocco .....	46	Zanzibar .....	
		.....92c to	203

**Calumet Club** owns the building they occupy, which is on the corner of Michigan avenue and Twen-

rounding them are kept in a high state of cultivation. There is a large green-house in connection

with the cemetery. This burying-ground was consecrated in 1861. The interments have exceeded 35,000. Trains leave the Wells street depot daily for the cemetery.

Each individual in a partnership is responsible for all the debts of the firm except in the case of a special partnership.

The word "limited" in connection with firm names indicates a limitation of responsibility for each member.

An agreement without consideration of value is void.

"Value received" should be written in a note, but it is not necessary. When not written, it is presumed by law or may be shown by proof.

A consideration is not sufficient in law if it is illegal in its nature.

An endorser of a note is exempt from liability if not served with a notice of its dishonor within 24 hours of its non-payment.

If a letter containing notice of protest of non-payment be put into the postoffice, any miscarriage does not affect the party giving notice.

Notice of protest may be sent either to the place of business or residence of the party notified.

A receipt for money is not legally conclusive.

**Canal Bridges.**—All the bridges across the Sanitary and Ship Canal are movable structures. There are six bridges for public highways, one having double roadways. There are seven railway bridges, one being an eight-track rolling-lift structure, with a channel span of 120 feet; one a four-track swing bridge and the other double-track structures. These bridges are of the very latest design, and the entire weight of the iron and steel used in their construction was 22,678,000 pounds. Every bridge is capitalized in a sufficient amount to provide for necessary repairs, besides creating a fund to replace the structure when it has become no longer safe or useful.

They will be equipped with operating machinery, and will then

go into service as movable bridges, making the channel a free waterway, navigable for any craft drawing less than twenty-two feet of water.

**Canal Controlling Works.**—At Lockport is a windage basin, in which large vessels may be turned around, and controlling works, the latter with seven metal sluice gates and one bear-trap dam. The sluice gates have a vertical play of twenty feet and openings of thirty feet each. The bear-trap dam has an opening of 160 feet and an oscillation of seventeen feet vertically. The controlling works are operated by admitting water through conduits controlled by a valve. Several tests have been made both of the sluice gates and the bear-trap dam, since the canal was opened, and in each instance they have worked satisfactorily. The bear-trap dam is the greatest triumph of engineering genius that has ever been achieved in this or any other country.

**Canal Facts Briefly Told.**—The Sanitary District of Chicago is organized under the general law. Its first board of trustees was elected December 12, 1889.

Its primary object was to furnish Chicago with a pure water supply.

It reversed the flow of the Chicago River from the lake to the Desplaines River by cutting through the divide between them.

It constructed a ship canal varying from 160 to 206 feet in width and 22 feet in depth.

It has connected Lake Michigan at Chicago with the Desplaines River at Joliet, Ill.

It has expended for the construction work \$34,000,000.

It has built bridges and widened and deepened the Chicago River and South Branch, at an expense of over \$10,000,000.

It has expended in toto, including construction, river improvement, power plant and administration over \$58,000,000 to date.

It has thus, at great expense, created a ship waterway that will

eventually be extended to the Mississippi River and the Gulf of Mexico, a distance of 1,625 miles.

This waterway is paralleled by the Chicago & Alton Railway, and the Atchison, Topeka & Santa Fe Railway, and part way by the Chicago & Illinois Western Railroad.

It is crossed at convenient intervals by four railways, namely: The Chicago & Western Indiana Railroad, Chicago Terminal Transfer Railroad, Chicago Junction Railway, and the Elgin, Joliet & Eastern Railway.

It has built, three miles north of Joliet, at a cost of \$4,000,000, a waterpower plant capable of an electrical development of 32,000-horsepower.

Work on the Sanitary and Ship Canal was started September 3, 1892, and on January 2, 1900, water was turned in. The canal filled in thirteen days. The canal begins at the west fork of the south branch of the Chicago River at Robey street, and is completed 28.05 miles to Lockport. Its minimum depth is twenty-two feet. The channel is cut partly through glacial drift and partly through rock. From Robey street to Summit, about eight miles, the channel is 110 feet at bottom and 198 feet at water line. From Summit to Willow Springs, about five miles, the channel is through earth and hard mixture. This section is 202 feet at bottom and 290 feet at water line. From Willow Springs to Lockport, fifteen miles, the channel is through rock, 160 feet at bottom and 162 feet at water line. The depth of the rock cutting in this section averages thirty-five feet. The channel's grade is  $1\frac{1}{4}$  inches to the mile through earth sections and  $3\frac{1}{4}$  inches through the rock sections. At Robey street the channel bottom is 24.448 feet below Chicago datum; at Lockport 30.1 feet. Chicago datum is 579.63 feet above mean tide at New York, and 578.56 feet above mean tide at Biloxi, Miss., on the Gulf of Mexico.

The total amount of excavation included 28,500,000 cubic yards of

glacial drift and 12,910,000 cubic yards of solid rock, or an aggregate of 41,410,000 cubic yards. One of the most interesting features of the work of construction was the diversion of the Desplaines River. As the plans provided that the channel should follow the bed of the river, it became necessary to excavate a new channel for the Desplaines about thirteen miles in length.

The material excavated from the river diversion included 1,810,000 cubic yards of glacial drift and 258,659 cubic yards of solid rock, making a total of 2,068,659. Adding this to the excavation from the main channel gives a grand total of 43,478,659 cubic yards of material which was excavated. The whole volume of spoil (earth and rock) if deposited in Lake Michigan in forty feet of water would make an island one mile square, with its surface twelve feet above the water line.

It is no exaggeration to say that the Chicago Sanitary and Ship Canal is one of the greatest artificial waterways ever constructed. Other canals may have cost more, and they may exceed this in depth, but this canal has a greater cross section than any other. None presented half the difficulties which were encountered and overcome in this undertaking, but to this work neither the general government nor the State of Illinois has yet contributed a single dollar.

**Can Recover Gambling Loss.**—Money lost at gambling in stocks can be recovered in the courts of Illinois. This is the effect of a decision given in the Supreme Court.

"We are of opinion," says the Supreme Court, "that section 132 of the criminal code was not designed to convert a court of equity into a tribunal in which losses and gains growing out of violation of the criminal laws of the state by gambling could be balanced and adjusted and recovery had for the balance found to be due the winning party, or by virtue of which



the winning party could, by cross bill, enforce payment of a gambling debt by enforcing the same as a lien upon the property placed in the hands of winners. But we believe the object of the statute was to afford a speedy remedy whereby the winner could be required to return to the loser the property which he had received as the fruits of a gambling transaction.

**Care of the Extremities.**—Medical men tell us that thousands of people die every year for no other reason than they neglect to take proper care of their arms, lower limbs and feet.

Improper clothing of the extremities generally means colds, sore throat, pleurisy, pneumonia, inflammation of the stomach and bowels, or any one of many other serious ailments.

Children, too, are often shamefully neglected in the matter of sufficient clothing or covering for the legs and feet. Heavy stockings and good shoes are cheaper than are doctors and undertakers.

**Care of the Eyes.**—The preservation of the sight is of the utmost importance. We recommend especially the following rules:

1. Avoid sudden changes from dark to brilliant light.

2. Avoid the use of stimulants and drugs which affect the nervous system.

3. Avoid reading when lying down, or when mentally and physically exhausted.

4. When the eyes feel tired rest them by looking at objects at a long distance.

5. Pay especial attention to the hygiene of the body, for that which tends to promote the general health acts beneficially upon the eye.

6. Up to forty years of age, bathe the eyes twice daily in cold water.

7. After fifty bathe the eyes morning and evening with water as hot as you can bear it; follow this with cold water; that will make them glow with warmth.

8. Old persons should avoid read-

ing much by artificial light, be guarded as to diet, and avoid sitting up late at night.

9. Do not depend on your own judgment in selecting spectacles.

10. Do not give up in despair when you are informed that a cataract is developing; remember that in these days of advancing surgery it can be removed with little danger to the vision.

**Caterers.**—There is no form of catering to which the Chicago caterers are strangers. Every detail connected with the function which is to be subserved is attended to by specialists in their lines. The menu is provided by skilled chefs and the service is of the highest quality. In this regard the Chicago caterers rank second to none in this country or Europe.

**Cathedral of the Holy Name.**—This, one of the most substantially built of all the Roman Catholic churches in Chicago, is located on the corner of Superior and North State streets. It is built of stone after the plan best suited to such structures; planned for the needs of a live, earnest-working congregation. It has been recently renovated, and its interior re-decorated with all those adjuncts to harmonious thought, and pious contemplation, for which this denomination is famous all over the world. There is at present no church interior in the city which is so soul-inspiring to the devout worshiper, or that suggests so forcibly to the seeker the glories of the heavenly home he desires, as the Cathedral of the Holy Name.

**Caxton** is a twelve-story building at 356 Dearborn street. The lot on which it stands has a frontage of eighty feet on Dearborn street, and a depth of sixty-seven, running back to Fourth avenue. This is of steel construction with brick walls. On the front are two tiers of bay windows, each equidistant from the north and south ends of the building. The building, which was completed in May, 1890, cost about \$225,000.





CATHEDRAL OF THE HOLY NAME,  
Corner State and Superior Streets, Chicago.

**Cement Construction.**—Statistics on production of cement tell a story of astonishing development. An increase from about 32,000,000 barrels in 1904 to 52,000,000 in 1907 is recorded. An output valued at \$26,000,000 in 1904 has been succeeded by one worth \$55,000,000 three years later.

A study of the future harbor needs of Chicago has called attention to the rapid growth of the cement industry in the west. Illinois, Indiana and Missouri supplied a quarter of the total production of 1906; Michigan and Kansas added nearly 7,000,000 barrels to the same year's output; Colorado and California are prominent in the far west.

The steady decline of the shipments of lumber to this city by lake is due to the rapid disappearance of tracts of timber, once a potent factor in production of wealth. Contemporaneous with this loss of lumber as an element in construction, the cement industry is moving forward by leaps and bounds.

The enormous fire losses in the country have alarmed every one. In Chicago alone during ten years past they have averaged more than \$3,000,000 annually. In the whole of the United States the losses are tremendous. The need of better construction is clearly apparent.

**Cemeteries.**—The cemeteries of Chicago will compare favorably with those of any of the older cities. There are many attractive views in these quiet Cities of the Silent, and there is much in the way of sculpture. The early places, say up to 1843, have been abandoned, and the deposits all removed to the newer and present grounds provided by the several cemetery associations of the city. The cemeteries are mentioned under their proper names, which see. They are:

#### **Cemeteries.**

Altenheim, 64th St., east of Concordia Cemetery.

Arlington, West Lake St. and Arlington Ave., 6 miles west of city.

Austro-Hungarian Benevolent, at Waldheim, Madison St. electric.

B'Nai Sholom, south of Waldheim, Madison St. electric.

Bethonia, Archer Ave. and 39th St. Bohemian National, North 40th and West Forest Aves., Lawrence Ave. car.

Brookside Cemetery, East Elmhurst, 9 miles west of city limits.

Calvary, 10 miles north of city; C. & N. W. R. R., Evanston car line and C., M. & St. P. R. R.

Catholic Cemetery, 12 miles south of the city; C. & G. T. R. R.

Cemetery of the North Chicago Hebrew Cong., Rosehill.

Chebra, Gimilath, North Clark St., south of Graceland Ave.

Concordia, 5 miles west of city limits on Madison St. electric.

Congregation Ohava Sholom Mariampol, at Oakwoods.

Congregation Ohava Sholom Ard Beth Hamedrash Hochodash, at Waldheim.

Crown Hill, 14 miles from city; N. W. Ry. and electric.

Eden, Irving Park Blvd., near Franklin Park.

Elmwood, Grand Ave., southeast corner Beach Ave.

Forest Home, Oak Park, 3½ miles west of city limits; Madison St. electric.

Free Sons of Israel, Desplaines Ave. and 16th St.

German Lutheran, North Clark, southeast corner Graceland; C., M. & St. P. R. R. and North Clark St. electric.

Graceland, North Clark, northeast corner Graceland, 5 miles north of City Hall; C., M. & St. P. R. R. and North Clark St. electric.

Hebrew Benevolent Society, North Clark St., south of Graceland Ave.

Jewish, 16th and Desplaines Ave.

Montrose, North 40th Ave. and Bryn Mawr Ave.

Mount Carmel, Hillside Station.

Mount Greenwood, G. T. Ry. and 11th St.; Chicago Electric Traction Co.

Mount Hope, West 115th St., between Western and California Aves.; Grand Trunk Ry. and Chicago Electric Traction Co.

Mount Mayriv, North 64th Ave., near Irving Park Blvd.

Mount Olive, North 64th Ave., C. M. & St. P. R. R., 9 miles North Clark St.

Mount Olivet, ½ mile west of Morgan Park; Grand Trunk Ry., Chicago Electric Traction Co.

Oak Hill, South Kedzie and 119th St.

Oakridge, 12 miles west of City Hall, 12th and Oakridge.

Oakwoods, 67th and Cottage Grove Ave.; I. C. R. R. and Cottage Grove electric.

Ridgelawn, North 40th Ave., corner West Peterson Ave.

Rosehill, 7 miles on Milwaukee di-

vision C. & N. W. R. R.; also Lincoln Ave. electric.

St. Bonifacius, North Clark St., corner Lawrence Ave.; North Clark St. electric.

St. Casimar, 111th St. and North 40th Ave.

St. Henry, 3327 to 3347 Ridge Ave.

St. Maria, 87th and Grand Trunk R. R.

St. Joseph's German Catholic, Grand Ave. and the Desplaines River, Glendon Park station on the C., M. & St. P. R. R.

St. Lucas, 3317 North 40th Ave.

Union Ridge, Sanford St., south of West Bryn Mawr Ave., Norwood Park.

Waldheim, 3 miles west of city limits; Madison St. electric.

**Chamber of Commerce Building.**—The thirteen-story high Chamber of Commerce Building on La Salle and Washington streets was completed in January, 1891. Its total cost was \$2,000,000. The building is notable for its magnificent interior court, reaching from the main floor to the skylight. Around the court are the galleries upon which the offices open. The interior is finished in marble and iron work of ornamental design. Nine passenger and freight elevators are provided and kept constantly busy with the thousand or more tenants. Brick, stone of a light color, iron, and steel were used in the construction of this magnificent structure. The site is historical as that of the old Chamber of Commerce Building, so long occupied by the Board of Trade. It is immediately opposite the City Hall and Court House. This trio of buildings form a massive, grand and imposing scene that is hard to equal in any city.

**Change of Street Names.**—Olive street changed to Hollywood avenue, between Southport avenue and Wayne avenue.

Wilcox avenue changed to Adams street, between Fifty-second avenue and Central avenue.

Adams street changed to Quincy street, between Forty-eighth avenue and Central avenue.

McCallum street changed to Cortez street, between Central avenue and Willow avenue.

Dunning street changed to Greenwood terrace.

**Charity "Fakes."**—Unvarnished charity "fakes" and pseudo-charity movements which in past years have drawn thousands of dollars from the pockets of generous but careless Chicago donors to the detriment of reputable charities have a new enemy.

"There are so many charity 'fakes' and pseudo charities in Chicago, just as there are in every large city, that many generous donors are victimized every year, and thousands of dollars are diverted from reputable charity organizations. If such a committee as is proposed could be formed as a body of reference and indorsement, no charity could solicit funds without its approval."

**Charity Organizations.**—American National Red Cross Society (Illinois branch), 135 Adams street. Associated Jewish Charities of Chicago, 1328, 108 La Salle street. Austro-Hungarian Benevolent Association, 1626, 164 Dearborn street.

Chicago Bureau of Charities, 401, 160 Adams street.

Chicago Daily News Fresh-Air Fund, Sanitarium, Lincoln Park, foot of Fullerton avenue; Daily News office, 123 Fifth avenue.

Chicago Relief and Aid Society, 51 and 53 La Salle street.

Children's Hospital Society, 625, 79 Dearborn street.

Hungarian Charity Society of Chicago, 1341, 79 Dearborn street.

Illinois Children's Home and Aid Society, 601, 79 Dearborn street.

Society Francaise de Bienfaisance de l'Illinois, 1534 Wabash avenue.

Society Francaise de Secours Mutuels, 199 South Throop street.

United Hebrew Charities, 223 Twenty-sixth street.

Visitation and Aid Society, 628, 79 Dearborn street.

Woman's Benevolent Association of Chicago, 9138 Commercial avenue.

Young Men's Associated Jewish Charities, 1530, 143 Dearborn street.



**Cheltenham Beach.**—Is a watering place, twelve miles south, with hotel accommodations, where many spend their time during hot months.

**Chesterton.**—Chesterton is a small town in Indiana and is 41 miles from Chicago, it has a population of 788. At Porter, near Chester, are mineral springs, which are equal in medicinal properties to those at French Lick. Plans are under way for a sanitarium at this point. Chesterton occupies the first high land along the Lake Front east of Chicago.

**Chicago Association of Commerce.**—The objects and purposes for which this Association is formed are to advance the commerce, industry and public interests of Chicago, it being expressly understood that under no circumstances shall the policy or attitude of this Association be partisan or political.

The Association has a membership of 3,000, all enterprising business men of Chicago.

The Chicago Association of Commerce works through a board of directors, fifteen standing committees, and special committees, resorting to the last as emergency service may require.

In no other public place, save in the great mass meetings of the Association, can a member remotely in touch with Association work so quickly and with so much enthusiasm come to understand the Association's aims and policies.

This committee touches and reflects all commercial, industrial and professional interests through its constituent parts, these numbering more than sixty trade subdivisions.

The Association has projected a great central association headquarters building, and is now in process of choosing the right site among many locations submitted. Now located at 77 Jackson boulevard.

**Chicago Athletic Association.**—This year, 1909, marks the nineteenth anniversary of the club's ex-

istence in Chicago. The beautiful, perfectly equipped and commodious building is located at 125 Michigan avenue. The club is made up of 3,000 representative business and professional men of Chicago and vicinity. This in itself is a fine tribute to the popularity of Chicago's famous athletic club.

**Chicago Beach Hotel.**—One of Chicago's very finest hotels. Located at Fifty-first boulevard and Lake Michigan. It has 450 outside rooms and 220 bath rooms. Furnished throughout in solid mahogany. Only ten minutes' ride to Van Buren street by Illinois Central Rapid Transit. Equally desirable in summer or winter. American and European plan.

**Chicago City Railway Company.**—Only artificial barriers and legal fictions distinguish the manager of a street railway company from a public officer. Both deal with the public, both are charged with public duties and both are responsible to the public for their stewardship. Their rewards and punishments are similar, and there is no essential difference between the conditions which make for their success or point their failure.

The management of the Chicago City Railway Company conceives its function to be that of a trustee for private interests, transacting the business of a public office. The company, recognizing that good service involves reciprocal duties and obligations as between itself and the general public, earnestly solicits the active co-operation of every citizen who believes in Chicago and who takes pride in its public works.

There is no duty which the Chicago City Railway Company is required to discharge that is incompatible or inconsistent with the public good. Financially, the company is no more interested in collecting nickels from its patrons than is the City of Chicago in collecting taxes, licenses, fees and fines. Likewise, the company is as much interested in preventing ac-



cidents on its car lines as is the City of Chicago in preventing accidents on its bridges, its streets, and its sidewalks. A defective car equipment and a broken sidewalk are liabilities of the same denomination. One means loss to the company, and the other loss to the city. A charge that street railway companies extract profits from a dangerous rail or a careless motor-man has no more basis in fact than a stricture on city officials for wilful neglect of sidewalk repairs because of pecuniary profit to the municipality.

The assets and liabilities of the company are the assets and liabilities of the city, and it is for this reason that the management of the company solicits the co-operation which inevitably will increase the assets and reduce the liabilities of both principals.

Taxpayers who would complain of inadequate water supply could be relied upon to give prompt aid to such public authorities as might be engaged in improving it; the injunction to "boil the water" is not an indictment of Lake Michigan as a source of water supply; the abuse of fire works or firearms arouses protest, but it inspires good citizens to co-operate with the municipality in the adoption of corrective measures. Each situation demands earnest co-operation on the part of all persons whose interest and assistance spell relief.

The Chicago City Railway Company does not seek immunity from criticism, nor does it chafe under reasonable or contractual municipal restraints; it nearly asks the public to consider its cars in the same general category with sidewalks, streets, bridges, sewers, waterworks, the city fire, police and health departments, and, in short, all other public works and agencies whose chief function is public service.

Rapid transit in a great city covering 190 square miles is a municipal necessity. The difference between bad service and the best service is the difference between

bad management without co-operation and good management with it. First class service enhances the value of real estate, increases the credit of the city as a municipal corporation, facilitates business and expands the volume of trade; it enables the employe in the mill, the factory, the office and on the street to go to and from his place of employment punctually, speedily, safely and with comfort. No city can progress whose inhabitants, before starting down town, contemplate the journey as men going to war. Mental composure at the beginning of a day's work in a city where competition is keen and analysis close is a municipal as well as a personal asset.

There is under construction in Chicago the best street railway system in the world. The contractor is a partnership. The partners are the Chicago City Railway Company and the City of Chicago. Under its ordinance of February 11, 1907, the partnership has constructed or reconstructed more than 100 miles of single track; it has added to its equipment new cars, car houses, electrical substations and machinery; it has vastly improved and proposes still further to improve its service. Will you help?

"Good service is the best policy."

**Chicago Club.**—Own the building they occupy, which is located at 200 Michigan boulevard, corner of Van Buren street. The interior is elegantly designed, superbly furnished, and is the social resort of its wealthy and fashionable members.

**Chicago Commons.**—Grand avenue, Southeast Corner Morgan street. Grand avenue car at State and Randolph street. The aims of the Chicago Commons are the promotion of co-operation within the neighborhood and among others who meet on common grounds for fellowship, to bring students into first-hand contact with life; co-operative relations with universities

and professional schools; adjustment of differences and betterment of relations between employers and employes.

The Chicago Commons was opened by Graham Taylor, May, 1894, in an old residence, and through the co-operation of the neighbors and friends the settlement has grown until it required a larger building, which now houses its many clubs, classes and twenty-five residents.

**Chicago Conservatory.**—The Chicago Conservatory, one of the oldest, best known and most successful of American institutions of musical learning, was founded in 1866, by the late Robert Goldbeck, whose name stands high upon the roll of fame and is known wherever music exists. For several years the Conservatory was maintained in a simple, quiet way as to outward appearance, but upon the highest plane of art in its educational endeavor. It grew steadily with the growth of the city and was a strong factor in the development of the love for musical art in the country. At the time of the great fire, the Conservatory was occupying a modest place on Washington street at the corner of Wabash avenue and was associated with the Dearborn Seminary, at that time the leading school of the city. After the fire the rapid growth of the Conservatory demanded more room. Spacious quarters were secured in the Reaper Block, one of the prominent buildings of the city, where it remained until the completion of the Auditorium in 1889. An entire floor in that world-renowned edifice was especially prepared for the use of the Conservatory, and it has since remained in the building, increasing in fame and efficiency and broadening its sphere of influence until it now stands easily at the head of all our schools of music where artistic standards are considered.

**Chicago Doomed.**—After the great fire of 1871, there were many

tears wasted over the fate of Chicago. This, from the oldest and most influential of the New Orleans papers, is a specimen of the copious draughts. After assuring its readers that a large portion of the population of Chicago had "deserted," and that the merchants, such of them as had anything left to transfer, were "transferring their business to St. Louis," it added: "No doubt the people of Chicago will struggle earnestly against their adverse fate, and that a new city will arise speedily from the ashes of the old one; but it will never be the Carthage of old. Its prestige has passed away like that of a man who turns the downward hill of life; its glory will be of the past, not of the present; while its hopes, once so bright and cloudless, will be blasted." Yes, it all came to pass just as predicted by the papers of the staid old cities—nit. Come and look at the ashes and weep again.

**Chicago Drainage Canal.**—Sanitary district organized in 1890; work on the canal began Sept. 3, 1892; formal opening of canal Jan. 17, 1900; length of main channel, 28.05 miles; length of river diversion channel, 13 miles; width main channel, Robey street to Summit; bottom, 110 feet; top, 198; width main channel, Summit to Willow Springs; bottom, 202 feet; top, 290; width main channel, Willow Springs to Lockport (rock section); bottom, 160 feet; top, 162; width diversion channel, bottom, 200 feet; minimum depth of water in main channel 22 feet; current in earth section,  $1\frac{1}{4}$  miles an hour; current in rock sections, 1.9 miles an hour; present capacity of canal, 300,000 cubic feet per minute; total amount of excavation, 42,229,035 cubic yards; total cost up to Dec. 31, 1908, \$58,616,014.44.

**Chicago Fire.**—Chicago is a city of marvelous facts. It seems almost beyond the bounds of possibility to the visiting stranger that forty years ago there were only sixty brick buildings in the city,

and that it has been but a trifle more than thirty-five years since the entire business portion and the larger part of the residences were in ruins, while they can today see around them the finest city, architecturally, the world has ever known.

The most thrilling event in local history is the great fire of October 8 and 9, 1871.

The roaring flames, blazing roofs, falling walls, panic-stricken people in a sea of fire, was one of the most thrilling and appalling sights ever witnessed. About \$200,000,000 worth of property was destroyed, and the loss of life footed up something like 300 souls.

**Chicago Nursery and Half Orphan Asylum.**—Situating 175 Burling street, south of Center street. The money passing through the hands of its managers annually, reaches a total of about \$20,000.

**Chicago Orphan Asylum.**—The Cottage Grove avenue electric line will carry you to 5120 South Park avenue, the location of this most deserving institution. While under Protestant management, it never inquires concerning the religious preferences of those needing its help.

**Chicago Policlinic.**—Either line of the North Side cars will take you into the neighborhood of 174 and 176 Chicago avenue. There is no institution of greater merit in the city. All sorts of diseases are treated free of charge to the sufferers. At the first, intended simply as a means of succor to the destitute, a sort of a mission, it has developed into a clinical college where post-graduate courses in medicine and surgery are obtainable. The buildings now have accommodations for two hundred. The Faculty not only donate their services but pay their own bills for material used in their practice. The attendance on the clinics will average 150 daily. The latest addition is a department of Orthopedics. About twenty of Chicago's

most distinguished physicians are on the roster of the Faculty.

**Chicago Railways Company.**—In the early days, smaller cars, fewer cars, and cars which made no pretense of speed or comfort, answered fairly well. "The horse cars never were overcrowded." Some of the earlier inhabitants occasionally protested. But the requirements of the city of 2,250,000 population can not be compared with those of a city of 200,000 or less.

The most tremendous strides in the improvement of the traction system of this city have taken place in the last year, and when on November 1, the Chicago Railways Company placed upon its line the first installment of a type of cars admitted to be the finest street cars that ever left a factory, its patrons realized they were receiving indisputable evidence of the fulfillment of the promises made by President John M. Roach and Mayor F. A. Busse, that "Chicago will have the best street car service in the world."

This, however, was just a beginning so far as the Chicago Railways Company is concerned. The company now has in service nearly 300 of the new "Pay-as-you-enter" cars and 350 more are in the shops fast approaching completion. The company does not propose to stop with these 650 cars. At an early date the contract will be placed for 550 additional cars of the same type and before the end of this year the Chicago Railways Company will have in its operation 1,200 of the new "Pay-as-you-enter" cars representing the enormous outlay of approximately \$7,000,000.

The new cars are in operation on seven of the principal lines of the company: Madison street, Evanston avenue, North Clark street, Milwaukee avenue, Armitage avenue, Blue Island avenue and Ogden avenue. Other lines are being equipped as fast as possible. Meanwhile the heavy double truck cars from the principal thoroughfares have been placed on other



lines, to the great improvement of the service generally.

These large street cars, almost as big as railroad coaches, resplendent in their olive green, cherry red and gold lettering, as they traverse the congested downtown districts, are the outward and visible sign of the stupendous efforts of the Chicago Railways Company to rebuild a traction system of 326 miles—not including 210 miles of connections in two years. The general public can scarcely be aware of the strenuous efforts made by the Chicago Railways Company in other details of rehabilitation, but when the facts are learned they become impressive and illuminating.

Before the great 27-ton cars could be operated it was first necessary to rebuild the tracks of the company, and without counting the first 300 of the new cars, the company has expended for track building and other purposes, over \$7,000,000. Its total expenditures in rebuilding its system up to date have been in round figures \$10,000,000 and a similar amount or more will be expended this year—all that the people who use its lines may have a perfect traction system.

It has been necessary to build great stations, machine shops, substations and to install a vast amount of underground cables, to replace trolley wire with wire of heavier quality, and to install miles of special work. It is almost impossible to convey to the average citizen the prodigious amount of work that has been accomplished by the Chicago Railways Company in the last year and of the unprecedented activity of the men who have been engaged in this herculean task. It has meant long hours of toil, day and night and on Sundays, for some of them. It has been drive, drive, drive, from the time the ordinance was accepted and the company has found its greatest reward in the consciousness that it has been making good.

On November 15th, which marked

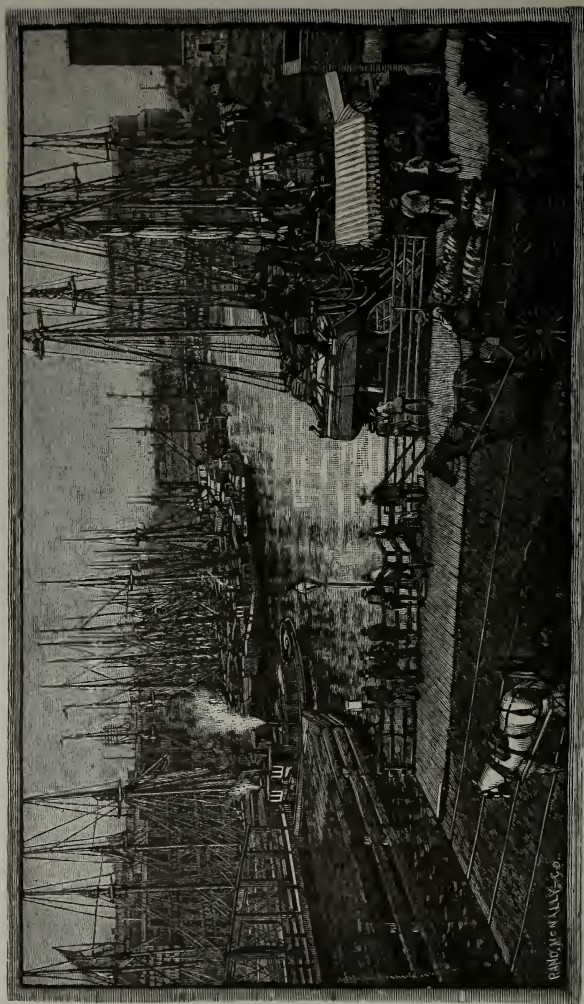
the close of the track work for the season, the company, in one-fourth of the 3-year rehabilitation period, specified under the ordinance, had completed 50 per cent of its rehabilitation. It had rebuilt 74.40 miles of track or approximately one-half of the amount specified in the ordinance. Special work—the installation of curves and switches—is being continued through the winter and work on the numerous buildings of the company will not cease until they are completed.

The company expects to complete the rehabilitation of all its lines this year. It has planned to build 112 miles of track, including 26 miles of extensions, before the close of next December. This will include new tracks in the important net work which extends through the heart of the city, work upon which was started the latter part of 1908.

The expense of track building alone amounts to approximately \$50,000 for each single mile. The rails are nine inches deep and weigh 129 pounds to the yard and their cost is something like \$52 for each 60-foot rail. This, of course, does not include the expense of ties, concrete and other material. The expense for labor is a tremendous item. At one time during the last year more than 3,000 men were employed daily in track work alone. An excavation of 12½ inches first is required. There is concrete filling, mixed by machinery, between the ties. The rails are fastened to the ties by screw spikes and finally they are welded at the joints by electricity.

Up to the time that the franchise ordinance was accepted last January by this company, there were certain financial and legal difficulties which interfered with the rehabilitations essential to good service and the purchase of new cars. The acceptance of the franchise ordinance having swept aside all these stumbling blocks, the company has during the last year been endeavoring to make up for lost time and believes that it





CHICAGO RIVER, LOOKING WEST FROM WELLS STREET BRIDGE.

has, in a great measure, succeeded. It has been making strenuous efforts and will continue them in the future. It must be borne in mind also that this company has had difficulties in operation unparalleled, perhaps, in the transportation history of any city in the world. A vast mileage, numerous bridges that have to be crossed, the unprecedented congested condition in the loop district, the increasing population in the territory through which the lines of the company operate, all have contributed to the traction obstacles. The tunnels on the north and west sides have been out of service for the last two years, but the board of supervising engineers lately have prepared plans for the La Salle and Washington street bores and it is assumed that the transportation difficulties in the down-town section will be overcome to a considerable degree by the construction of these subways and the relief of the bridges. The Van Buren street tunnel practically is completed and the cars soon will be running through it, materially relieving congestion in that part of the city.

Considerable has been said concerning rehabilitation, but the company feels that a certain degree of pride may be pardoned, in contemplating the miles of new track that have been built, the new cars that are running over its lines, the huge buildings that are completed, and the hundreds of other important details of work that have been included in the gigantic task of rebuilding a great street railroad system. The achievements of this company since it accepted its franchise ordinance less than a year ago have been the most remarkable in the traction history of any large city in this country.

**Chicago Religions.**—Every denomination of Christians is represented in Chicago, and the stranger need be at no loss where to go on a Sunday, unless it be from the difficulty of making a choice among so many. There are at this time 1,146 church buildings in the city,

varying in seating capacity from 200 to 2,000, and averaging about 600 or 700—about 650,000 altogether. With few exceptions these churches are supported mainly from pew rents and voluntary subscriptions. They all depend on their regular congregations, but strangers are welcome at all times, and will be cheerfully provided with seats, so long as there are any vacant. On Sunday, services in the Protestant churches begin in the morning generally at 10:30; in the afternoon at 3:30, and in the evening at 7:30. The Roman Catholic churches on that day celebrate high mass and vespers at about the same hours. Such of the churches as are noteworthy, architecturally or otherwise, are described under their own heads, while a list of those of each denomination is given under the name of that denomination.

**Chicago River.**—Many characteristic features of this river may be viewed from the State street, Dearborn street, Clark street and Wells street bridges, but the only satisfactory way to view the docks, river and shipping is to charter a launch at the foot of Randolph street and by so doing one may visit the outer breakwater, yacht clubs, life saving station, etc.

The principal items in Chicago river traffic are grain, lumber, coal and salt. The facilities for handling cargoes on Chicago docks are thoroughly modern. In 1906 the total arrivals and clearances from this port numbered 13,280 vessels, carrying a total tonnage of 15,022,284. The modern freight carrying boats of the Great Lakes are equal in size to many of the ocean vessels.

**Chicago Telephone Company.**—Headquarters, Northeast Corner Franklin and Washington streets. The plant of the company is increasing by leaps and bounds, as will be seen by the following:

Number Exchanges .....	163
Toll Stations .....	45
No. of Exchange Telephones .....	240,681
Underground Conduit Miles .....	481

Underground Duct Miles...	2,309
Miles of Wire Underground...	352,098
Miles of Wire Aer. Cable...	56,492
Miles of Wire on Poles....	62,578
Total Miles of Wire.....	471,168
Capital Stock .....	\$14,000,000

Telephone ordinance and rates passed by city council November 6, 1907. The Chicago Telephone Company is authorized to operate its telephone wires in the city until January 2, 1929. Its books and records are to be open for examination by the city comptroller and its accounts may be audited for the purpose of verifying the statement of gross receipts, of which 3 per cent is to be paid into the city treasury as compensation for the franchise. The city reserves to itself the right to change the rates or tolls from time to time and to modify the rules and regulations. It is provided, however, that such changes shall not be made to continue for a period of more than or less than five years. The company shall not make any rate agreements or division of territory with any other company. The right to purchase the plant of the company on January 1, 1919, or January 1, 1924, is reserved to the city, the price to be fixed by appraisers. The maximum rates fixed by the ordinance are as follows:

**Business Telephones.**—For a single-party line with the right to unlimited use of the same, \$125 a year.

For a single-party line, including 1,200 outgoing conversations or messages over said line, \$60 a year.

For the next 2,400 outgoing messages, or any part thereof during the year, 3 cents each.

For all outgoing messages in excess of 3,600 over said line during the year, 2 cents each.

Every subscriber who will contract to pay for 7,200 outgoing messages a year at the above rates shall be furnished with a second single-party line without extra charge and every subscriber shall be furnished with an additional single-party line without extra charge for each 6,000 outgoing messages he will contract to pay

for in addition to the said 7,200 during the year at the rate of 2 cents each.

A single-party line, or lines, including the right to transmit outgoing messages without limit and without any charge per message shall be furnished at \$1 per day each. Subscribers to single-party lines at this rate shall be deemed subscribers to measured service. Every subscriber to measured service shall also be furnished with as many single-party lines as he may demand, at the rate of \$6 per quarter for each line.

**Residence Telephones.**—For a single-party line, including all outgoing messages, \$18 per quarter.

For a two-party line, \$14 per quarter.

**Nickel Prepaid Service.**—Nickel perpayment service, with outgoing messages at 5 cents each, as follows:

One-party line at a guaranty of 20 cents a day, including four messages.

Two-party line at a guaranty of 12½ cents a day, including two and a half messages.

Two-party line, for residences only, at a guaranty of 10 cents a day, including two messages.

Four-party line, for residences only, at a guaranty of 5 cents per day, including one message.

**Public Telephone Service.**—The charges for a single conversation or message from any telephone in Chicago to any other telephone in the city shall not exceed 5 cents.

**Neighborhood Exchange Service.**—The company may maintain local or neighborhood exchanges and shall establish them wherever the city council may direct. Any subscriber in any such exchange may communicate with any telephone within the city limits outside the neighborhood district, for which a charge of 5 cents may be made for each period of 5 minutes or fraction thereof. The rates per month for local exchange service, including all outgoing messages under



yearly contracts, shall not exceed the following:

Line.	Business.	Residence.
One-party .....	\$4.00	\$3.00
Two-party .....	3.00	2.00
Four-party .....	2.00	1.50

**Toll Service.**—The company shall not charge more than 10 cents for each conversation or message up to three minutes (and not more than 5 cents for each additional minute), transmitted from any telephone in Chicago to any other telephone outside the city but within fifteen miles of the present city hall or within one mile of the city limits and within the state of Illinois.

**Meters.**—The company shall install in connection with each measured service line of its subscribers a meter which shall prove effective in actual use for accurately recording the number of outgoing messages over the line.

**Chicago Weather, 1907.**—Dates to July 1st.—Greatest depth of snow on ground and amount: February 5th, 8.2 inches.

Greatest snowfall in 24 hours, and amount: February 5th, 7.0 inches.

Last occurrence of zero temperature: February 4th.

Last killing frost: May 4th.

Last light frost: May 28th.

First thunderstorm: January 7th.

After July 1st.—Last thunderstorm: October 7th.

First light frost: September 25th.

First killing frost: October 14th.

First occurrence of zero temperature: Did not occur.

Greatest depth of snow on ground, and amount: December 14th, 8.0 inches.

Greatest snowfall in 24 hours, and amount: December 13th-14th, 8.0 inches.

Longest period without precipitation: Eight days, from April 16th to April 23d; November 12th to 19th; November 22d to 29th, inclusive.

Longest period with precipitation: Six days, from January 14th to January 19th, inclusive.

**Children's Charity Globes.**—This is a new and original device of the Fresh Air Fund management. From spring to autumn these glass charity globes will be found in almost every public place and if you feel disposed you can make any contribution you please, dropping the money into a slot through which it falls into the globe. At regular intervals this money is collected and the amount goes to the Fresh Air Fund, which has for its object the sending of certain needy classes into the country for a summer vacation. These classes are: First, working girls and boys; second, mothers with infants; third, sewing and shop girls. The Daily News secures invitations for these from among its subscribers who live in pleasant country places. The railroads charge half rates, or make other reductions, and give special attention to those wearing the country week badges. The News arranges all details. When the work was begun in 1887, only 461 were sent out. Last year 1,749 were sent out, at a cost of \$2,837.90 or \$1.62 for each.

**Cholera.**—Chicago has been visited by cholera on three occasions—in 1832, in 1849, and in 1873. In every instance the disease was imported. This dreadful disease first came to Chicago by way of Quebec, where it had been brought by an emigrant ship from Europe early in the year 1832. During the Black Hawk war the disease broke out among the troops of General Scott, who came out to the war by way of the lakes, and caused such mortality and panic among the troops as to prevent their arrival until after the war was ended. This war also brought quite a number of immigrants to the city, and the scourge made dreadful havoc, both in the garrison of Fort Dearborn and among the citizens.

#### CHURCHES.

##### Advent Christian.

Advent Christian Church—428 Augusta.

German Advent Christian Church—274 Augusta.



Blessed Hope Mission Church—  
S. 40th ct., cor. W. 15th.

### Adventists (Seventh Day).

Englewood Church—1022 W. 69th.  
Erie Street Church (Norwegian)—  
269 W. Erie.

German Church—861 N. Halsted.  
Humboldt Park Church (Norwegian)—  
888 N. Rockwell.

North Side Church—Belden Hall,  
Belden av., cor. Lincoln av.  
Ravenswood Church—Montrose av.,  
cor. N. Hermitage av.

South Side Church—North side  
46th, between Wabash and Michigan  
avs.

Swedish Church—212 Oak.

West Side Church—388 S. Western  
av.

### Baptist.

Auburn Park Church—Normal av.,  
cor. Winneconna av.

Austin—Pine av., near Indiana.

Austin Swedish—5913 Sophia.

Belden Avenue Church—N. Hal-  
sted, cor. Belden av.

Berean Church (Colored)—4838  
Dearborn.

Bethany Church—S. Hoyne av.,  
near W. 35th.

Bethel Church—72d, corner Cham-  
plaine av.

Bethesda Church (Colored)—3823  
Wabash av.

Calvary Church—Wabash av., cor.  
38th.

Central Union Church (Colored)—  
3705 State.

Colehour German Church—Cole-  
hour.

Covenant Church—W. 60th pl., cor.  
Butler.

Crawford Church—25th, near W.  
40th av.

Ebenezer Church (Colored)—Dear-  
born, cor. W. 35th.

Elim Swedish Church—75th, cor.  
Kimbark av.

Englewood Church—W. 62d pl., cor.  
Stewart av.

Englewood Swedish Church—59th,  
cor. Emerald av.

Evanston First Swedish Church—  
Evanston.

Fifth Avenue German Church—  
27th, cor. 5th av.

First Bohemian Church—556  
Throop.

First Church—South Park av., cor.  
31st.

First Church (Roseland)—113th,  
s. w. cor. Curtis av.

First Danish Church—N. Tallman  
av., cor. LeMoyne.

First Finnish Church—135 Sedg-  
wick.

First German Church—W. Superior,  
cor. N. Paulina.

First Swedish Church—Elm, cor.  
Milton av.

Fourth Church—Ashland blvd., cor.  
W. Monroe.

Fourth Swedish Church—2537 11th.

Friendship Church (Colored)—374  
W. Lake.

Galilee Church—N. Robey, cor.  
Wellington.

Garfield Park Church—2077 W. Van  
Buren.

Grace Church—Warren av., s. w.  
cor. S. Sacramento av.

Hermon Church (Colored)—759 N.  
Clark.

Humboldt Park Church—N. Hum-  
boldt, cor. Cortland.

Humboldt Park German Church—  
1014 N. Spaulding av.

Humboldt Park Swedish Church—  
Cortland, cor. Fairfield av.

Hyde Park Church—Woodlawn av.,  
cor. 56th.

Immanuel Bohemian Church—S.  
Trumbull av., nr. W. 26th.

Irving Park Church—Irving Park.

Lake View Church—Otto, nr. South-  
port av.

Lake View Swedish Church—Noble  
av., nr. Clifton av.

La Salle Avenue Church—439 La  
Salle av.

Lexington Avenue Church—Lexing-  
ton av., cor. 62d.

Logan Square Norwegian Church—  
Humboldt boul., cor. W. Wrightwood  
av.

Maplewood Avenue Church—Maple-  
wood av. cor. Greenwood terrace.

Memorial Church—Oakwood boul.,  
bet. Cottage Grove av. and Langley  
av.

Messiah Church—Flournoy, near S.  
Sacramento av.

Millard Avenue Church—Millard  
av., s. e. cor. W. 24th.

Mount Olive—135 47th.

Normal Park Church—Stewart av.,  
cor. 70th.

North Shore Church—1960 Evans-  
ton av.

Ogden Park Church—W. 67th, cor.  
Lafin.

Olivet Church (Colored)—27th, n.  
e. cor. Dearborn.

Parkside Church—Jackson Park av.  
n. of 71st.

Pilgrim Temple Church—N. Lea-  
vitt, cor. North av.

Providence Church (Colored)—13  
N. Irving av.

Ravenswood Church—327 Sunny-  
side av.

Rogers Park Church—Greenleaf  
av., cor. N. Paulina.

St. Paul's Church (Colored)—5609  
Jefferson av.

Salem Swedish Church—W. 22d pl.,  
cor. S. Oakley av.

Second Swedish Church—3020 5th  
av.

Shiloh Church (Colored)—W. 62d,  
cor. S. May.

South Chicago Church—Houston  
av., cor. 90th, South Chicago.

South Chicago German Church—  
394 107th.

South Chicago Swedish Church—  
9748 Avenue L.

Tabernacle—Warren av., n. w. cor.  
Spaulding av.

Tabernacle Swedish Church—Supe-  
rior av., bet. 91st and 92d.

Third German Church—S. Winchester av., near W. 12th.

Trinity Church—W. Ohio, near N. Robey.

Washington Park Church—Garfield boul., cor. State.

West Pullman—Parnell av., bet. W. 118th and W. 119th.

Western Avenue Church—Warren av., n. w. cor. S. Western av.

Windsor Park—76th, near Railroad av.

### **Baptist Missions.**

Central Chinese Mission—297 Clark.  
Fortieth Street Mission—N. 40th av., near W. Lake.

Hope Mission—6149 S. Halsted.

Immanuel Missions—No. 1, 2706 Wentworth av.; No. 2, 1615 Wabash av.; No. 3, 332 Root; No. 4, 3723 S. Halsted; No. 5, 477 26th; No. 6, W. 53d, cor. 5th av.

Central—324 Clark.

Polish Mission—130 Augusta.

Pleasant Grove Mission—160 18th.

Raymond Mission—Poplar av., near 30th.

Sunshine Mission—S. Center av., near W. 59th.

Wabansia Avenue German Mission—Wabansia and N. Winchester.

Italian Mission—186 Larrabee.

### **Baptist (Seventh-Day).**

Chicago Seventh - Day Baptist Church—913 Masonic Temple.

### **Brethren (Dunkard).**

First Church—183 Hastings.

### **Christian.**

Armour Avenue Church—3621 Armour av.

Ashland Avenue Church—W. 62d, cor. Laffin.

Austin Church—Ohio, cor. Pine av.

Bush Temple of Music Church—N. Clark, cor. Chicago av.

Central Church—Whitney Opera House.

Chicago Heights Church.

Douglas Park Church—Turner av., near Ogden av.

Englewood Church—Stewart av., cor. 66th pl.

Evanston Church—Asbury, cor. Lee.

First Church—Grand boul. and 47th

Garfield Boulevard Church—S. Abertdeen, near Garfield boul.

Harvey Church—Harvey, Ill.

Humboldt Park Church—Wabansia av., cor. Ballou.

Hyde Park Church—Lexington av. and 57th.

Irving Park Church—N. 43d av., cor. W. Cullom av.

Jackson Boulevard Church—1010 W. Jackson boul.

Kendall Street Church—Kendall, near W. Polk.

Logan Square Church—N. California av., cor. Greenwood av.

Maywood Church.

Metropolitan—W. Van Buren, cor. S. Oakley av.

North Side Church—Sheffield av., cor. of George st.

Oak Park Church—Armory Hall, Oak Park.

South Chicago Church—9101 Commercial av.

Union Church—W. Monroe, cor. S. Francisco av.

West Pullman Church—Wallace, cor. 119th.

West End Church—W. Congress, cor. S. 42d av.

### **MISSIONS.**

Colored People's Mission—Armour av., cor. 36th.

Fasking Hall Mission—3012 Archer av.

Halsted Street Mission—6644 S. Halsted.

### **Christian Catholic Apostolic Church in Zion.**

Wilbur Glen Voliva, Zion City, Ill.

Chicago Headquarters—Kimball Hall, 243 Wabash av.

Mission—44 Sherman.

### **Christian Scientist.**

First Church—4017 Drexel boul.

Second Church—Pine Grove and Wrightwood avs.

Third Church—Washington boul., s. e. cor. S. Leavitt.

Fourth Church—67th, cor. Harvard av.

Fifth Church—4840 Madison av.

Sixth Church—Wallace, cor. W. 120th.

Seventh Church—2885 Kenmore av.

Eighth Church—51 23d.

Ninth Church—64th, cor. Lexington av.

### **Church of Jesus Christ of Latter Day Saints.**

Northern State Mission—149 S. Paulina, cor. Monroe.

### **Congregational.**

Auburn Park Church—77th, cor. Normal av.

Austin Church—Waller av., near Midway Park.

Berea Church—832 W. 21st.

Bethan Church—W. Superior, cor. N. Lincoln.

Bethel Evangelical Church—1519 N. Central Park av.

Bethesda Church—26-28 Clybourn av.

Bethlehem Church (Bohemian)—711 Loomis.

Bethlehem Swedish Church—657 Fullerton av.

Bowmanville Church—W. Berwyn av., cor. Lincoln av., Bowmanville.

Brainerd Church—Throop, near W. 88th.

Brighton Church—34th pl., cor. S. Lincoln.

California Avenue Church—S. California av., cor. W. Monroe.

Central Park Church—Park av., cor. S. 40th ct.

Chicago Lawn Church—W. 62d, cor. S. St. Louis av.

Christ's German Church—Centre av. and 31st pl.

Commercial Avenue Church—98th, near Commercial av.

Cortland Street Church—83 Cortland.  
 Covenant Church—W. Polk, n. w. cor. S. Claremont av.  
 Cragin Church—Armitage, near 50th av.  
 Crawford Church—S. 42d av, near W. 26th.  
 Doremus Church—Butler, near 31st.  
 Douglas Park Church—W. 19th, cor. S. Spaulding av.  
 Englewood North Church—La Salle cor. W. 59th.  
 Evanston Avenue Church—Aldine, cor. Evanston av.  
 Ewing Street Church—239 and 241 Ewing.  
 Fellowship Church—Cor. Drexel av. and 64th.  
 Fifty-second Avenue Church—40 N. 52d av.  
 First Church—Washington boul., s. w. cor. S. Ann.  
 First Evangelical Lutheran Church—N. Leavitt, cor. Haddon av.  
 Forest Glen Church—N. 50th ct., cor. W. Catalpa av.  
 Forestville Church—Champlain av., cor. 46th.  
 Garfield Park Church—2109 Lexington.  
 Grace Church—Powell av., cor. Cherry pl.  
 Grand Avenue Church—Grand av., near N. Hamlin av.  
 Grayland Church—W. 48th, cor. W. Byron ct.  
 Green Street Church—S. Green, cor. W. 56th.  
 Gross Park Church—1844 N. Leavitt.  
 Hamilton Park Church—W. 71st, cor. Normal av.  
 Hegewisch Swedish Evangelical Church—Buffalo av., near 133d.  
 Immanuel Church—9227 Drexel av.  
 Jefferson First Church—Roberts av., near 54th ct.  
 Jefferson Park Trinity (German) Church—Winona, near Elderkin.  
 Kedzie Avenue Church—207 Sawyer av.  
 Lake View Church—Seminary av., cor. Lill av.  
 Leavitt Street Church—S. Leavitt, s. w. cor. W. Adams.  
 Lincoln Park Church—707 Fullerton boul.  
 Madison Avenue Church—7117 Madison av.  
 Mayflower Church—S. Sacramento av., cor. Fillmore.  
 Maplewood Church—Talman av., near Humboldt boul.  
 Millard Avenue Church—S. Central Park av., s. e. cor. W. 22d.  
 Mont Clare Church—69th av., near Medill av.  
 Morton Park Church—24th, cor. 52d.  
 New England Church—Dearborn av., cor. Delaware pl.  
 North Shore Church—Wilson av., cor. Sheridan rd.  
 Pacific Church—827 Cortland.

Park Manor Church—South Park av., cor. 70th.  
 People's Church—9737 Avenue L.  
 Pilgrim Church—Harvard av., s. e. cor. 64th.  
 Pilgrim German Church—N. Avers av., cor. Thomas.  
 Pilgrim Mayflower Church—245 W. 43d.  
 Plymouth Church—2535 Michigan av.  
 Porter Memorial Church—494 to 498 S. Paulina.  
 Puritan Church—817 Grand av.  
 Ravenswood Church—N. Hermitage av., cor. Montrose av.  
 Rogers Park Church—N. Ashland av., cor. Morse av.  
 Rosehill Church—Cemetery Drive, w. of N. Clark.  
 St. James German Church—N. Park av., cor. Florimond.  
 St. Paul—Belden av., cor. N. 42d av.  
 St. Paul's Evangelical Church—W. 94th, cor. S. Winchester av.  
 Salem Church—Point, near N. California av.  
 Sedgwick Street Church—388 Sedgwick.  
 South Chicago Church—Ontario av. near 92d, South Chicago.  
 South Chicago—Drexel boul., n. w. cor. 40th.  
 Summerdale Church—N. Paulina, cor. Farragut av.  
 Swedish Evangelical Church—Franklin av., cor. Iowa.  
 Tabernacle Church—Grand av., s. e. cor. N. Morgan.  
 Union Park Church—S. Ashland av., cor. Washington boul.  
 University Church—Madison av., cor. 56th.  
 Warren Avenue Church—Warren av., s. w. cor. S. Albany av.  
 Washington Park Church—Michigan av., bet. 53d and 54th.  
 Waveland Avenue Church—Waveland and Janssen avs.  
 West Pullman Church—Wallace av., near W. 120th.  
 Windsor Park—Marquette av. and 77th.

## MISSIONS.

Armour Mission—33d, cor. Armour av.  
 Chinese Mission (Branch of First Church)—Washington boul., cor. S. Ann.  
 Forty-Eighth Street Mission—N. 48th av., cor. Indiana.  
 Mackinaw Avenue Mission—8555 Mackinaw av.

## Episcopal.

Diocese of Chicago—Office, 510 Masonic Temple.  
 Cathedral Church SS. Peter and Paul—Washington boul., cor. S. Peoria.  
 All Angel's Church (for the Deaf)—Trinity Chapel, 100 26th.  
 All Saints' Church—Pullman.  
 All Saints' Church—Wilson av., cor. N. Hermitage av.  
 Calvary Church—W. Monroe, e. of S. Kedzie av.

Christ Church—65th, cor. Woodlawn av.

Church of The Advent—430 W. Fullerton av.

Church of The Atonement—Kenmore av., s. e. cor. Ardmore av.

Church of Our Saviour—702 Fullerton av.

Church of St. Philip The Evangelist—3555 S. Hamilton av.

Church of The Annunciation—7814 Lowe av.

Church of The Ascension—La Salle av., s. e. cor. Elm.

Church of The Epiphany—S. Ashland av., cor. W. Adams.

Church of The Good Shepherd—S. Lawndale av., n. e. cor. W. 24th.

Church of The Holy Cross—55th, cor. S. Halsted.

Church of The Incarnation—Parrell av., near W. 100th.

Church of The Redeemer—56th, n. w. cor. Washington av.

Church of St. John The Evangelist—Rees, cor. Vine.

Church of The Transfiguration—235 43d.

Grace Church—1439 Wabash av.

Holy Trinity Church—Union av., cor. w. 47th.

Immanuel Church (Swedish)—1104 W. 59th.

St. Alban's Church—4336 Prairie av.

St. Alban's Church—Norwood Park.

St. Andrew's Church—Washington boul., cor. S. Robey.

St. Ann's Church—Kimball av., s. w. cor. McLean av.

St. Ansgarius' Church (Swedish)—101 Sedgwick.

St. Barnabas' Church—2054 Washington boul.

St. Bartholomew's Church—Stewart ave., cor. N. Normal Parkway.

St. Chrysostom's Church—544 Dearborn av.

St. George's Church—76th, n. e. cor. Drexel av.

St. James' Church—Cass, s. e. cor. Huron.

St. John's Church—W. Byron, cor. N. 44th av.

St. Joseph's Church—West Pullman.

St. Jude's Church—92d, cor. Houston av.

St. Luke's Church—388 S. Western av.

St. Margaret's Church—7439 Coles av.

St. Mark's Church—Cottage Grove av., n. w. cor. 36th.

St. Martin's Church—Waller av., cor. Midway Park (A).

St. Paul's Church—50th, n. e. cor. Madison av.

St. Paul's Church—757 Lunt av.

St. Peter's Church—1737 Belmont av.

St. Simon's Church—Sheridan Park.

St. Thomas' Church (Colored)—Wabash av., cor. 38th.

St. Timothy's Church—W. Chicago av., cor. Hamlin av.

Trinity Church—Michigan boul., s. e. cor. 26th.

#### MISSIONS AND CHAPELS.

Chapel of Champlin Home For Boys.

Chapel of Church Home For Aged Persons—1327 Ellis av.

Chapel of Western Theological Seminary—1113 Washington boul.

City Mission to Hospitals and Prisons.

Rouse Mission—3109 5th av.

St. Edmund's Mission—Washington Park.

St. Mary's Home for Children—1251 W. Jackson boul.

St. Mary's Mission House—215 Washington boul.

#### Episcopal (Reformed).

Christ Church—Michigan av., cor. 24th.

Edgebrook Church—Edgebrook.

Emmanuel Church—S. Canal, cor. 28th.

St. John's Church—37th, cor. Langley av.

St. Mark's Church—N. Washtenaw av., near W. Greenwood Terrace.

St. Paul's Church—S. Winchester av., cor. W. Adams.

Trinity Church—Yale, s. w. cor. 70th.

Neighborhood Guild—2512 Wentworth av.

#### Ethical Culture.

Society For Ethical Culture—Hendel Hall, 40 Randolph and 166 W. 14th pl.

#### Evangelical.

Swedish Evangelical Free Mission Churches.

North Side Mission—Newport av., near N. Clark.

Oak Street Mission—205 Oak.

South Side Mission—5426 La Salle.

West Side Mission—832 W. 22d.

Swedish Evangelical Mission Covenant of America.

Cuyler Church—Byron, cor. N. Marshfield av.

Englewood Hill Church—W. 66th, cor. S. Hermitage av.

Evanston Church—Benson av., near Clark.

Humboldt Park Church—N. Fairfield av., cor. Lemoyne.

Irving Park Church—Monticello av., cor. W. Berteau av.

Lake View Church—Osgood, cor. School.

Maplewood Church—Humboldt boul. cor. N. Talman av.

North Park Church—N. Kedzie av., cor. W. Foster av.

North Side Church—Whiting, cor. Orleans.

Parkside Church—715 E. 70th.

Ravenswood Church—N. Robey, cor. Ainslie.

South Chicago Church—10023 Avenue L.

Stockholm Church—S. Rockwell, cor. W. 23d pl.

Tabernacle Church—La Salle, cor. 30th.



Swedish Evangelical Mission Churches.

Bethania Mission — W. Garfield boul., n. e. cor. 5th av.

Cuyler Mission—2066 N. Marshfield av.

Fifty-Ninth Street Mission—1101 W. 59th.

Grand Crossing Mission—75th, near Langley av.

Gross Park Mission—443 E. Ravenswood Park.

Humboldt Park Mission—876 N. Artesian av.

Maplewood Mission—N. Talman av. near Schubert av.

Moreland Mission—N. 50th av., near W. Ontario.

North Park College Mission—W. Foster av., s. w. cor. N. Kedzie av.

Parkside Mission—70th, near Jefferson av.

Ravenswood Mission—2887 N. Robey.

Roseland Mission — 111th, near Michigan av.

South Chicago Mission—10023 Avenue L.

Stockholm Mission—S. Rockwell, cor. W. 23d. pl.

Tabernacle Mission—La Salle, cor. 30th.

Mission—Orleans, s. w. cor. Whiting.

Mission—School, cor. Osgood.

Mission—W. 66th and S. Hermitage av.

Mission—N. 48th ct., near Armitage av.

Mission—Austin.

Mission—Irving Park.

#### Evangelical Associations.

Chicago District—658 Sheffield av. Centennial Church—W. Harrison, s. w. cor. S. Hoyne av.

Douglas Park Church—S. Homan av., S. 15th.

Ebenezer Church—S. Sangamon, near W. 67th.

Emanuel Church—Sheffield av., n. e. cor. Marianna.

First Church.

Humboldt Park Church—N. Mozart and Shakespeare av.

Lane Park Church—Roscoe, n. e. cor. Bosworth av.

Logan Square Church—Kimball av., cor. Wrightwood av.

Norwood Park Church—Clarence av., near N. 72d av.

St. John's Church—Rockwell, cor. Cornelia.

Salem Church—S. Lincoln, cor. Washburne av.

Second Church—Wisconsin av., cor. Sedgwick.

South Chicago Church—Avenue J., near 98th.

#### German Evangelical.

Bethany Church—Irving Park boul. cor. N. Paulina.

Bethel Church—W. 114th, cor. State.

Bethlehem Church—Diversey, cor. Diversey ct.

Christian Church—1502 Lexington. Church of Peace—52d, cor. Justine. Emanuel's Church—46th, cor. Dearborn.

Epiphany Church—Roscoe, cor. Claremont av.

Gethsemane Church—Eberly av., n. of Irving Park boul.

Golgotha Church—N. Central av., cor. Chicago av.

Johannes Church—Garfield av., cor. Mohawk.

Nazareth Church—N. Campbell av., near Fullerton av.

Philippus Church—35th, cor. Archer av.

St. Andrew's Church—W. 28th, cor. S. 41st av.

St. John's Church—Moffat, cor. N. Campbell av.

St. Luke's Church—W. 62d, n. w. cor. Green.

St. Mark's Church—35th, cor. Union av.

St. Mathew's Church—Iowa, cor. N. Washtenaw av.

St. Nicolas Church—Avondale.

St. Paul's Church—Rose Hill.

St. Peter's Church—W. Chicago av., cor. Noble.

St. Petri Church—103d, n. e. cor. Avenue L.

St. Stephan's Church—Hermosa.

Salem Church—368 25th.

Trinity Church—S. Robey, s. w. cor. W. 22d pl.

Zion Church—S. Ashland av., cor. Hastings.

Zion's Church—Auburn Park.

Zion's Church—Washington Heights.

#### Union Evangelical.

Bethany Union Church—10220 Prospect av.

Bryn Mawr Church—7149 Jeffrey av.

Kenwood Evangelical Church—Greenwood av., cor. 46th.

Oakwoods Union Church—Champaign av., cor. 65th.

St. Paul's Evangelical Church—S. Winchester av., n. e. cor. 94th.

#### United Evangelical Church.

Adams Street Church—W. Adams, cor. S. Robey.

Diversey Avenue Church—Diversey n. w. cor. Best av.

Emanuel Church—4638 Dearborn.

Harvard Street Church—Sacramento av., cor. Harvard.

Kimball Avenue Church—Kimball av., cor. Medill.

North Ashland Avenue Church—N. Ashland av., cor. Barry av.

Zion's Church—N. Hoyne av., cor. Iowa.

#### Free Methodist.

First Church—16 N. May.

Humboldt Park Church—940 N. Mozart.

May and Sixty - Second Street Church—S. May, cor. W. 62d.

Olive Branch Mission Church—95 S. Desplaines.

Second Church—48 Lexington.  
Mission—90 E. Chicago av.

### Greek.

Holy Trinity Greek Orthodox  
Church—34 Johnson.  
Hope Trinity Russian Orthodox  
Church—560 N. Leavitt.  
St. Nicholas Greek Orthodox  
Church—1927 State.

### Holland Christian Reformed.

Douglas Park Church—616 Harding  
av.  
First Englewood Church—948 W.  
71st.  
Second Englewood Church—7153 S.  
Peoria.  
First Roseland Church—2639 111th.  
Second Roseland Church—11026  
Curtis av.  
Fourteenth Street Church—523 W.  
14th.

### Independent.

All Souls' Church—Oakwood boul.,  
n. e. cor. Langley av.  
Armour Mission—33d, s. e. cor. Ar-  
mour av.  
Central Church—Auditorium Thea-  
tre, Wabash av., cor. Congress.  
Chicago Avenue Church (Moody's)  
—Chicago av., n. w. cor. La Salle av.  
Church of the Soul—309 Masonic  
Temple.  
Dan Martin's Mission—296 N.  
Wells st.  
First Pentecostal Church of the  
Nazarene—6417 Eggleston av.  
Grace Gospel Mission—6644 S. Hal-  
sted.  
Haas Mission Sunday School—19  
Edgewood av.  
Independent Religious Society Ra-  
tionalist of Chicago—165 Michigan  
av.  
Mt. Zion Israel of God's Church  
(Colored)—3916 State.  
People's Liberal Church—Stewart  
av., s. w. cor. W. 65th.  
Union Free Baptist Church—664  
Grand av.

### Jewish.

Anshe Kanasses Isreal—W. 12th  
pl. s. e. cor. S. Clinton.  
B'Nai Jehoshua—S. Ashland av.,  
cor. W. 20th.  
Congregation Agudath Ashim (First  
Hungarian Congregation)—444 Marsh-  
field av.  
Congregation Ahavas Achim—108  
Newberry av.  
Congregation Ahavath Zion Anshe  
Tiktin—622 S. Sangamon.  
Congregation Anshe Dorom Beth  
Hamedrash Hagodol—3434 Wabash  
av.  
Congregation Anshe Emess—584 W.  
Taylor.  
Congregation Anshe Emeth (Re-  
formed)—349 Sedgwick.  
Congregation Anshe Kalvaria—256  
W. 12th.  
Congregation Anshe Lebowitz—308  
Maxwell.  
Congregation Anshe Shavel—29  
Johnson.

Congregation Beth El (Reformed)  
—148 Crystal.

Congregation Beth Hachneseth Ha-  
gro Anshe Wilno—680 S. Sangamon.  
Congregation Beth Hamedraash  
Anshey Maariv—308 Maxwell.

Congregation Beth Hamdraash An-  
shey Hagodol B'Nai Jacob—134 Pa-  
cific av.

Congregation Beth Hamedraash  
Hagodol Kehilath Hasfardim—367 W.  
14th.

Congregation Beth Jacob Anshe  
Kroz—244 Maxwell.

Congregation Bichur Cholem—8927  
Houston av.

Congregation B'Nai Abraham (Re-  
formed)—509 S. Marshfield av.

Congregation B'Nai David—618 N.  
Wood.

Congregation B'Nai Israel (First  
Englewood)—Aberdeen, n. e. cor. W.  
62d.

Congregation B'Nai Jitzchok—494  
S. Morgan.

Congregation B'Nai Joseph—1160  
Lexington.

Congregation B'Nai Levy—68 S.  
Halsted.

Congregation B'Nai Mosheh—426-  
430 S. Paulina.

Congregation B'Nai Sholem Temple  
Israel (Reformed)—44th, cor. St.  
Lawrence av.

Congregation Doresh Tova—42 Tell  
place.

Congregation Dovar Sholem—413  
La Salle.

Congregation Esras Isreal—640 N.  
Irving av.

Congregation Kehilath Yshburn—  
443 Throop.

Congregation Kesser Maariv—1249  
W. Madison.

Congregation Mikro Kodosh—526  
W. 12th.

Congregation Mishnau Gemora—29  
O'Brien.

Congregation Moses Montefiore—N.  
Robey, near Thomas.

Congregation of the North Side  
(Reformed)—La Salle av., near Goe-  
the.

Congregation Ohave Sholem Mari-  
ampol—582 S. Canal.

Congregation Ohel Jacob Anshe  
Kovna—Johnson, s. e. cor. W. 14th  
place.

Congregation Ohev Zedek—754 N.  
Irving av.

Congregation Oir Chodash (Engle-  
wood—Reformed)—804 Englewood av.

Congregation Poal Sedek Anshe-  
fard—19 O'Brien.

Congregation Rodfei Zedeck—48th,  
bet. Wabash av. and State.

Congregation Sharey Zedeck—570  
W. Taylor.

Congregation Shomrei Hadas—S.  
Clinton, cor. Maxwell.

Congregation Temple Emanuel (Re-  
formed)—1627 Aldine av.

Congregation Temple Isreal (Re-  
formed)—44th, cor. St. Lawrence av.

Congregation Tifereth Isreal An-  
shei Luknick—197 W. 14th.

Congregation Tiphereth Zion—588 N. Lincoln.

Congregations Ohavo Amuno and Beth Hamedrush Hochodosh—3019 Wabash av.

First Roumanian Congregation Anshe Sfard—497 S. Union.

Isiah Temple (Reformed)—Vincennes av., cor. 45th.

Kehilath Anshe Mayriv (Reformed)—Indiana av., cor. 33d.

Oesterreich Galizien Congregation—485 N. Ashland av.

Oestreich Galizische Congregation B'Nai Abraham—410 S. Morgan.

Sinai Congregation (Reform)—Indiana av., s. w. cor. 21st.

South Side Hebrew Congregation (Reformed)—3433 Indiana av.

Temple Beth-El (Reformed)—148 Crystal.

Zion Congregation of West Chicago (Reformed)—Ogden av., s. e. cor. Washington boul.

### Lutheran.

#### AUGUSTANA SYNOD.—

Augustana Church—Kimbark av., cor. 54th.

Bethania Church—9116 Houston av.

Bethel Church—S. Peoria, s. w. cor. W. 62d.

Bethesda Church—Avenue L, near 101st.

Bethlehem Church—58th, cor. 5th av.

Concordia Church—Seeley av., cor. Byron.

Ebenezer Church—708 Foster av.

Edgewater Church—Ridge av., cor. Juliana.

Eliah Church—113th, cor. Forest av.

Englewood Mission—W. 63d, cor. Princeton.

Gethsemane Church—N. May, cor. W. Huron.

Gustavus Adolphus Church—Drexel av., near 74th.

Irving Park Church—N. Harding av., cor. W. Berteau av.

Kapernaum Church—Burnside.

Lebanon Church—Ontario av., n. e. cor. 132d.

Lebanon Church—Cragin.

Messiah (English) Church—Seminary av., n. e. cor. School.

Messiah Church—N. Waller av., n. w. cor. Iowa.

Nebo Church—W. Dakin, near N. 59th av.

Oakdale Church—Oakdale, cor. 88th.

Salem Church—2819 Princeton av.

Sharon Church—N. Humboldt, cor. Shakespeare av.

St. John's Church—W. Noble av., cor. N. Sawyer av.

Taboor Church—80th, cor. Escanaba av.

St. Paul's Church—W. Ontario, cor. N. 50th av.

Trinity Church—Seminary av., cor. Nobel av.

Zion Church—S. Irving av., near W. 22d.

#### CHICAGO SYNOD.—

Atonement Church—1556 W. 69th.

Epiphany Church—Ogden av., near W. 12th st.

Holy Trinity Church—La Salle av. and Elm.

Redeemer Church—5232 W. Chicago av.

St. James' Church—Hayes, cor. Kimball av.

St. John's Church—6122 Indiana av.

St. Luke's Church—Marianna, cor. N. Francisco av.

St. Mark's Church—1330 Addison.

St. Mathew's Church—W. 47th, cor. Flournoy.

St. Peter's Church—N. Spaulding av., cor. Lemoyne.

Wicker Park Church—N. Hoyne av.

DANISH SYNOD.—

St. Ansgar's Church—880 N. Wash-tenaw av.

St. Michael's Church—98th, near Commercial av.

St. Stephan's Church—64th, cor. Vincennes av.

Trinity Church—Francisco av., cor. Cortez.

DANISH UNITED CHURCH.—

Bethany Church—749 70th.

Ebenezer's Church—N. Rockwell, s. e. cor. Wabansia av.

Gethsemane Church—1361 N. Artesian av.

Golgotha Church—5931 S. Morgan.

Siloam Church—N. Ada, bet. W. Huron and W. Chicago av.

HAUGE SYNOD.—

Ebenezer Church—52d, cor. 5th av.

Elim Church—N. Whipple, near Byron av.

Hauge's Church—N. Central Park av., cor. Wabansia av.

Immanuel Church—N. Maplewood av., cor. Cherry pl.

St. John's Church—6122 Indiana av.

St. Paul's Church—Fairfield av., cor. Hirsch.

Trinity Church—Noble, cor. Huron.

INDEPENDENT FREE CHURCH SYNOD.—

Bethania Church—W. Ohio, cor. Noble.

Salem Church—Point pl.

IOWA SYNOD.—

St. Stephan's Church—Wentworth av., cor. 25th.

Trinity Church—360 N. Ada.

MISSOURI SYNOD.—

Bethania Church—Cortez, cor. Rockwell.

Bethany Church—2561 Evanston av.

Bethel Church—1076 Hirsch.

Bethlehem Church—N. Paulina, cor. McReynolds.

Bethlehem Church—103d, cor. Avenue H.

Christ Church—Cor. N. Humboldt and McLean av.

Christ Church—N. Hoyne av., n. w. cor. Augusta.

Church of Our Redeemer (English)  
—Princeton av., cor. W. 60th pl.  
Church of the Holy Cross—S. Cen-  
tre av., n. w. cor. 31st pl.  
Concordia Church—W. Belmont av.,  
cor. Elston av.  
Deaf and Dumb Church—149 Crys-  
tal.  
Ebenezer Church—1318 S. 42d av.  
Emanuel Church—Ashland boul.,  
near W. 12th.  
Emmaus Church—N. California av.  
Frieden's Church—W. 43d, cor. S.  
Mozart.  
Gethsemane Church—49th, cor.  
Dearborn.  
Grace Church—41st av., cor. W.  
28th.  
Jehovah Church—N. Lawndale av.,  
cor. Fullerton.  
Lake View Mission—Roscoe, cor.  
Osgood.  
Lettish Mission Church—91st, s. e.  
cor. Superior av.  
St. Andreas' Church—3650 Honore.  
St. Jacobi Church—Fremont, s. w.  
cor. Garfield av.  
St. James' Mission—Garfield av.,  
cor. Fremont.  
St. John's Church—W. Montrose  
av., cor. N. 50th av.  
St. John's Church—N. Hoyne av.,  
cor. Cornelia.  
St. Luke's Church—Belmont av.,  
cor. Perry.  
St. Marcus' Church—S. California  
av., cor. W. 23d.  
St. Martini Church—W. 51st, cor.  
S. Marshfield av.  
St. Matthew's Church—S. Hoyne  
av., cor. W. 21st.  
St. Paul's Church—2658 138th.  
St. Paul's Church—Madison av.,  
near 76th.  
St. Paul's Church—Prairie av., cor.  
Iowa.  
St. Paul's Church—Superior, cor.  
N. Franklin.  
St. Peter's Church—3918 Dearborn.  
St. Phillip's Church—Lawrence av.,  
cor. N. Oakley av.  
St. Stephanus Church—Englewood  
av., cor. Union av.  
Tabor Church—N. Central Park av.,  
cor. Montrose boul.  
Trinitatis Church—1260 N. 60th av.  
Trinity Church—13133 Houston av.  
Trinity Church—S. Canal, cor. 25th  
place.  
West Pullman Mission—W. 119th,  
cor. Wallace.  
Zion Church—W. 19th, n. e. cor.  
Johnson.  
Zion's Church—113th n. w. cor.  
Curtis av.  
Zion's Church—Winston av., near  
99th.  
NORTHERN ILLINOIS SYNOD.  
Bethel Church—Carroll av., near N.  
44th av.  
Calvary Church—1159 W. Irving  
Park boul.  
Cuyler Church—N. Lincoln, cor.  
Cuyler av.  
Grace Church—Belden av., cor.  
Hamilton ct.

Hope Church—1720 W. Chicago av.  
Immanuel Church—43d, cor. Cham-  
plain av.  
People's Church—11139 Michigan  
av.  
Ravenswood Church—290 Sunny-  
side ave.  
Resurrection Church—Clybourn av.  
near Willow.  
Rogers Park Church—Morse av.,  
cor. N. Paulina.  
St. Peter's Church—Heim pl., cor.  
Cleveland av.  
St. Simon's Church—N. Spaulding  
av., cor. Pierce av.  
Unity Church—Balmoral av., cor.  
Magnolia av.  
NORWEGIAN SYNOD.—  
Lake View Church—Roscoe, cor.  
Osgood.  
Our Saviour's Church—N. May.,  
cor. W. Erie.  
St. John's Church—Cortez, cor., N.  
Humboldt boul.  
St. Mark's Church—Tripp, cor. Wa-  
bansia av.  
St. Matthew's Church—Dunning,  
cor. Ballou.  
St. Paul's Church—596 W. North  
av.  
NORWEGIAN UNITED CHURCH.—  
Bethel Church—Humboldt, bet.  
Cortland and Armitage av.  
Bethlehem Church—W. Huron, cor.  
N. Centre av.  
Christ Church—N. Kedzie av., cor.  
Milwaukee av.  
Covenant English Church—Iowa,  
cor. N. Robey.  
Emmaus Church—N. Springfield  
av., n. e. cor. Iowa.  
Moreland Church—2345 W. Indiana.  
Nazareth Church—11727 Yale.  
St. Timothy—1062 Tripp av.  
Trinity Church—Sherman av., cor.  
80th.  
Zion Church—N. Artesian av., cor.  
Potomac.  
BOHEMIAN.—  
Zion's Mission—19th and Johnson.  
ESTHISH.—  
Zion's Mission—528 S. Marshfield  
av.  
FINNISH-SOUMI SYNOD.—  
Soumi Church—Loomis, cor. W.  
56th.  
Soumi Church—130 Townsend.  
ICELANDIC—NO SYNOD.—  
Good Hope and Emigrant Mission.  
ITALIAN.—  
Sancto Spiritu Church—Grand av.  
LETTISH.—  
Zion's Church—528 S. Marshfield av.  
POLISH.—  
Holy Cross Church—W. Fullerton  
av., cor. N. Campbell av.  
OHIO SYNOD.—  
Grace Church—167 23d pl.  
St. Peter's and Paul's Church—25  
W. 19th pl.  
Trinity Church—9995 Oak av.  
Zion's Church—9101 Superior av.



## SLOVAKIAN SYNOD.—

Peace Church—N. Wood, cor. Iowa.  
St. Peter and St. Paul's Church—  
107 W. 19th.  
Trinity Church—N. May, cor. W.  
Huron.

## MISSIONS.—

Congregation Sheerith Isreal (Luth-  
eran Mission to the Jews)—264 S.  
Halsted.

Home Missions for Afflicted Luth-  
erans—816 Cornelia.

**Methodist Episcopal.**

Ada Street Church—Ada, bet. W.  
Lake and Fulton.  
Adams Street Church—W. Adams,  
cor. S. 42d av.  
Adriel Church—W. 31st, cor. S.  
42d av.  
Asbury Church—Parnell av., near  
W. 31st.  
Auburn Park Church—W. 75th, cor.  
Harvard av.  
Augusta Street Church—Augusta,  
cor. N. Washtenaw av.  
Austin Church—W. Ohio, cor. N.  
Central av.  
Avondale Church—N. Spaulding av.  
cor. W. George.  
Bethel Church—Ridgeway av., cor.  
Cullom av.  
Bowen Church—Byron, cor. Peery.  
Calumet Heights—93d, cor. Paxton  
av.  
Centenary Church—W. Monroe, near  
S. Morgan.  
Chandler Church—W. 72d, cor. S.  
Carpenter.  
Chicago Lawn Church—W. 63d pl.,  
cor. St. Louis av.  
Dekalb and Leavitt Streets Church.  
Douglas Park Church—S. Washtenaw  
av., s. w. 12th.  
Diversey Boulevard Church—Diversey  
boul., cor. Seminary av.  
Elsdon Church—W. 53d pl., s. w.  
cor. S. Homan av.  
Elsmere Church—N. Sawyer av., s.  
w. cor. Wabansia av.  
Englewood Church—W. 64th and  
Stewart av.  
Epworth Church—Kenmore av., cor.  
Berwyn av.  
Erie Street Church—W. Erie, cor.  
N. Robey.  
Evanston Avenue Church—Evanston  
av., n. w. cor. Buckingham pl.  
Fernwood Church—W. 101st, cor.  
Wallace.  
First Church—Clark, s. e. cor.  
Washington.  
Forty-Ninth Avenue Church.  
Forty-Seventh Street Church—W.  
47th, cor. S. Marshfield av.  
Fowler Church—Millard av., n. e.  
cor. W. 23d.  
French Church—327 S. Centre av.  
Fulton Street Church—891-893 Ful-  
ton, w. of Oakley av.  
Gage Park Church—5225 S. Arte-  
sian av.  
Garfield Boulevard Church—Gar-  
field boul., cor. Emerald av.  
Garfield Park Church—Walnut, cor.  
N. Kedzie.

Grace Church—La Salle av., cor.  
Locust.

Granville Avenue Church—Gran-  
ville av., cor. Evanston av.

Gross Park Church—N. Paulina av.  
cor. School.

Halsted Street Church—778 to 784  
S. Halsted.

Hamlin Avenue Church—N. Ham-  
lin av., cor. W. Huron.

Hermosa Church—Tripp av., cor.  
Dickens av.

Humboldt Park Church—N. Talman  
av., cor. Lemoyne.

Hyde Park Church—Washington  
av., cor. 54th.

Ingle-side Avenue Church—Ingle-  
side av., s. w. cor. 76th.

Irving Park Church—N. 42d av.,  
cor. W. Grace.

Joyce Church—N. Seeley av., cor.  
Byron.

Langley Avenue Church—Langley  
av., cor. 66th.

Leavitt and Dekalb Street Church—  
Dekalb, bet. W. Polk and W. Taylor.

Lincoln Street Church—S. Lincoln,  
s. e. cor. W. 22d pl.

Lock Street Church—Lock, cor.  
Bonaparte.

Loomis Street Church—Loomis, cor.  
W. 68th.

Mandell Church—W. Congress, cor.  
S. 50th av.

Mayfair Church—W. Wilson, cor.  
N. 47th av.

McKinley Park Church—W. Ohio,  
cor. N. Central av.

Merrill Church—S. Ashland av.,  
cor. W. 55th boul.

Normal Park Church—W. 70th, cor.  
Union av.

Norwood Park Church—Crescent  
av., s. w. cor. Myrtle av.

Oakland Church—Oakwood boul., s.  
w. cor. Langley av.

Park Avenue Church—Park av., s.  
e. cor. S. Robey.

Park Side Church—Washington av.  
near 71st.

Paulina Street Church—S. Paulina,  
cor. W. 33d.

Prospect Avenue Church—Prospect  
av., cor. W. 96th.

Pullman Church—Casino Bldg.,  
Pullman.

Ravenswood Church—N. Hermitage  
av., cor. Sunnyside av.

Rogers Park Church—N. Ashland  
av., n. w. cor. Greenleaf av.

St. Andrew's Church—Wabash av.,  
cor. 50th.

St. James' Church—46th, cor. Ellis  
av.

St. John's Church—Jackson boul.,  
cor. St. Louis av.

St. Luke's Church—1080 N. West-  
ern av.

St. Mark's Church (Colored)—State  
near 47th.

St. Paul's Church—Ashland boul.,  
s. e. cor. W. Harrison.

St. Stephen's Church—11544 Michi-  
gan av.

Sacramento Avenue and Bethany Church—Sacramento av., cor. W. Adams.

Sangamon Street Church—S. Sangamon, cor. W. 64th.

Scott Chapel (Colored)—618 Fulton.

Seventy-seventh Street Church—Diles av., cor. 77th.

Simpson Church—Princeton av., cor. W. 60th.

South Chicago Church—91st, cor. Houston av.

South Deering Church—Torrence av., cor. 105th.

South Englewood Church—W. 87th, cor. Emerald av.

South Park Avenue Church—South Park av., cor. 33d.

Stony Island Church—Washington av., cor. 83d.

Thoburn Church—S. Paulina, cor. W. 64th.

Trinity Church—Indiana av., s. e. cor. 30th.

Union Avenue Church—Union av., cor. 43d.

Vincent Church—91st pl., cor. Langley av.

Wabash Avenue Church—Wabash av., cor. 14th.

Warren Church—S. 41st av., cor. Grenshaw.

Wesley Church—N. Halsted, bet. Belden and Webster avs.

West Pullman Church—W. 120th, cor. Butler.

Western Avenue Church—S. Western av., cor. W. Monroe.

Wicker Park Church—N. Robey, cor. Evergreen av.

Willard Memorial Church—Douglas Park boul., cor. S. St. Louis av.

Woodlawn Park Church—Woodlawn av., cor. 64th.

## AFRICAN.

Allen Chapel—Allen av., near Kimball av.

Bethel Church—30th, cor. Dearborn.

Hyde Park People's Church—5539 Jefferson av.

Quinn Chapel—Wabash av., cor. 24th.

St. John's Church—63d, cor. Throop.

St. Mary's Church—4926 Dearborn.

St. Stephen's Church—682 Austin av.

The Institutional Church—3825 Dearborn.

Trinity Mission—18th, near State.

Wayman Chapel—278 N. Franklin.

## AFRICAN M. E. ZION.

Amos Chapel—62d, cor. Elizabeth.

Hyde Park Chapel—5539 Jefferson av.

Walter's Chapel—Dearborn, cor. 38th.

## BOHEMIAN.

First Church—Fisk, cor. W. 19th pl.

Fourth Church—1440 S. 4th ct.

John Huss Church—W. 24th, cor. S. Sawyer av.

Second Church—4718 S. Hermitage av.

## GERMAN.

Brighton Park Church—W. 36th, cor. Hamilton av.

Centennial Church—Wellington, cor. Sheffield av.

Center Street Church—Center av., cor. Dayton.

First Clybourn Church—51 Clybourn.

Fourth Church—Augusta, near N. Robey.

Immanuel Church—W. 22d, near S. Lincoln.

Maxwell Street Church—Maxwell, near Newberry av.

Memorial Church—Hancock, near McLean.

Morgan Street Church—5336 S. Morgan.

Robey Street Church—506 S. Robey.

St. John's Church—129 Powell av.

Second Church—Princeton av., cor. 28th.

Wentworth Avenue Church—3829 Wentworth av.

## NORWEGIAN AND DANISH.

Bethnia Church—N. Albany av., cor. Byron.

Bethel Church—72d, cor. Ingle-side av.

Emmaus Church—W. North av., near N. 41st ct.

First Church—Grand av., s. e. cor. N. Sangamon.

Kedzie Avenue Church—N. Kedzie av., near Cortland.

Maplewood Avenue Church—N. Maplewood av., cor. Lemoyne.

Moreland Church—W. Ontario, near N. 51st av.

## SWEDISH.

Austin Church—

Bethany Church—N. Paulina, cor. Winnemac av.

Elim Church—Barry av., cor. Os-good.

Emanuel Church—W. 22d, cor. S. Irving av.

Fifth Avenue Church—33d, cor. 5th av.

First Church—Orleans, cor. Oak.

Forest Glen Church—Forest Glen av., n. w. cor. N. 50th ct.

Hermosa Church—N. 43d av., cor. Cortland.

Humboldt Park Church—N. Fair-field av., cor. Wabansia av.

Madison Avenue Church—Madison av., near 55th.

May Street Church—N. May, near W. Ohio.

Pullman Church—Indiana av., s. w. cor. 113th.

McKinley Park Church—S. Leavitt, near W. 36th.

Moreland Church—W. Indiana, near N. 48th av.

South Chicago Church—Exchange av., cor. 91st.

Union Avenue Church—Union av., cor. W. 60th.

## MISSIONS.

Deaf Mute Mission (First Church)—100 Washington.

Italian Mission—239 Ewing.

## METHODIST PROTESTANT.

First Methodist Protestant Church  
—7932 Chauncey av.

**Presbyterian.**

Avondale Church—Avondale.  
Austin Church—  
Belden Avenue Church—Belden av.,  
cor. Seminary av.  
Bethany Church—Humboldt Park  
boul., near Cortland.  
Brighton Park Church—39th and S.  
Francisco av.  
Brookline Church—73d, s. w. cor.  
Jackson av.  
Buena Memorial Church—Sheridan  
rd., cor. Evanston.  
Calvary Church—W. Congress, cor.  
S. 42d av.  
Campbell Park Church—S. Leavitt,  
cor. W. Harrison.  
Central Park Church—S. Sacra-  
mento av., near cor. Warren av.  
Christ Church—Center, cor. Or-  
chard.  
Church of the Covenant—N. Hal-  
sted, s. e. cor. Belden av.  
Church of Providence—1193 Shef-  
field av.  
Crerar Church—Prairie av., cor.  
57th.  
Drexel Park Church—W. 64th, n. e.  
cor. S. Marshfield av.  
Edgewater Church—Kenmore av.,  
cor. Bryn Mawr av.  
Eighth Church—Washington boul.,  
n. w. cor. S. Robey.  
Eleventh Church—Crystal, cor.  
Washtenaw av.  
Emerald Avenue Church—Emerald  
av., cor. W. 67th.  
Endeavor Church—Cornelia, s. w.  
cor. N. Paulina.  
Faith Church—Cornelia, cor. Wil-  
low av.  
Fifty-second Avenue Church—N.  
52d av., cor. Fulton.  
First Church—Indiana av., cor. 21st.  
First Church of Englewood—W.  
64th, n. w. cor. Yale.  
Forty-first Street Church—Grand  
boul., cor. 41st.  
Fourth Church—Rush, cor. Supe-  
rior.  
Fullerton Avenue Church—Fuller-  
ton av., n. w. cor. Larrabee.  
Garfield Boulevard Church—W. Gar-  
field boul., cor. S. Halsted.  
Grace Church (Colored) — 3409  
Dearborn.  
Hebron Church (Welsh) — W.  
Adams, n. w. cor. S. Francisco av.  
Hope Church (Colored)—S. Peoria,  
near W. 62d.  
Hyde Park Church—Washington  
av., cor. 53d.  
Immanuel Church—Bonfield, cor.  
31st.  
Italian Church—71 W. Ohio.  
Jefferson Park Church—W. Adams,  
cor. Throop.  
Lake View Church—Evanston av.,  
cor. Addison.  
Logan Square Church—Kimball  
av., cor. W. Greenwood terrace.

Marlboro Church—W. 68th, cor. S.  
Oakley av.  
Millard Avenue Church—Millard  
av., cor. W. 22d.  
Ninth Church—S. Ashland av., cor.  
Hastings.  
Normal Park Church—W. 69th,  
n. e. cor. Yale.  
Olivet Memorial Church—Penn, cor.  
Vedder.  
Onward Church—W. Ohio, cor. N.  
Leavitt.  
Pullman Church — Library Hall,  
Pullman.  
Ravenswood Church—Montrose av.,  
cor. N. Hermitage av.  
Ridgeway Avenue Church — N.  
Ridgeway av., near W. Huron.  
Roseland Church—State, cor. W.  
112th.  
Roseland Central Church—10952  
State.  
Scotch Westminster Church — S.  
Sangamon, cor. E. Adams.  
Second Church—Michigan av., n. w.  
cor. 20th.  
Seventh Church—S. Sangamon, near  
W. 86th pl.  
Sixth Church—Vincennes av., cor.  
36th.  
South Chicago Church—Exchange  
av., cor. 91st.  
South Park Church—4817 Michigan  
av.  
Tenth Church—W. 46th, cor. Emer-  
ald av.  
Third Church—Ashland boul., cor.  
Ogden av.  
West Division Street Church—336  
W. Division.  
Windsor Park Church—76th, cor.  
Bond av.  
Woodlawn Park Church—64th, s. w.  
cor. Kimbark av.

## MISSIONS.

Association House Mission—579 W.  
North av.  
Belden Chapel Mission—819 Cly-  
bourn av.  
Bethlehem Chapel Mission—5th av.,  
cor. 52d.  
Bohemian Mission—461 W. 18th.  
Chinese Missions—122, E. Lake;  
N. Halsted, cor. Belden av.; 1725 W.  
12th; Michigan av., cor. 21st; War-  
ren av., cor. Robey.  
Christopher House Mission—120 E.  
Fullerton av.  
Englewood First Church — 6552  
State.  
Erie Chapel—Erie, cor. Chapel.  
Belmont Avenue Chapel—Belmont  
av., near Clybourn av.  
Foster Mission—W. Jackson boul.,  
s. w. cor. S. Peoria.  
Goodwill Mission—183 W. Harrison.  
Granville Avenue Chapel—Perry,  
cor. Granville av.  
Italian Mission—Grand av., cor. N.  
Western av.  
Moseley Mission—2529 Calumet.  
Persian Mission—Rush and Supe-  
rior.  
Railroad Chapel—619 37th.  
Taylor Street Mission—W. Taylor,  
near S. Jefferson.

**REFORMED CHURCHES IN AMERICA.****ENGLISH.**

Bethany Church—400 W. 111th, Roseland.  
 Englewood Second Church—W. 62d, cor. S. Green.  
 Irving Park Church—2490 N. 42d av.  
 Norwood Park Church—Ceylon and Mulberry av.  
 Trinity Church—440 S. Marshfield av., bet. W. Polk and W. Taylor.

**HOLLAND.**

Englewood Church—W. 62d, cor. S. Peoria.  
 First Church of Chicago—196 Hastings.  
 First Church of Gano—Clark, cor. 117th.  
 First Roseland Church—10708 Michigan av.  
 Northwestern Church—W. Superior, bet. N. Robey and N. Hoyne av.

**Reformed Church in the United States.**

Bohemian Church—S. Ashland av., cor. W. 19th.  
 First German Church—177 and 179 Hastings.  
 Grace Church—Jackson boul., cor. S. Washtenaw av.  
 Hungarian Church—9231 Houston av.  
 St. Thomas Church—N. 50th av., n. e. cor. W. Grace.  
 Third Friedens Church—1330 Wellington.

**Reorganized Church of Jesus Christ of Latter Day Saints.**

South Side Church—3615 Cottage Grove av.  
 West Pullman Church—748 W. 119th.

**ROMAN CATHOLIC.**

Archbishop of Chicago—Most Rev. James Edward Quigley, D. D., 623 N. State.  
 Chancellor—Rev. E. M. Dunne, D. D., 160 Cass.  
 Rector—Cathedral of the Holy Name—Cor. N. State and Superior streets. Rev. M. J. Fitzsimmons, 311 Superior st.  
 All Saints' Church—Wallace, s. w. cor. 25th pl.  
 Church of Notre Dame De Chicago (French)—Oregon av., cor. Sibley.  
 Church of Our Lady of Good Counsel—3528 S. Hermitage av.  
 Church of Our Lady of Good Counsel—447 N. Western av.  
 Church of Our Lady of Lourdes—2709 N. Ashland av.  
 Church of Our Lady of Lourdes (Bohemian)—S. 42d av., cor. W. 15th.  
 Church of Our Lady of Mount Carmel—Wellington, cor. Bissel.  
 Church of Our Lady of Sorrows—W. Jackson boul., cor. S. Albany av.  
 Church of Our Lady of the Angels—N. Hamlin, cor. Iowa.  
 Church of the Assumption B. V. M.—N. Paulina, s. w. cor. Wabansia av.

Church of the Assumption B. V. M.—Illinois, near Orleans.  
 Church of the Assumption B. V. M.—123d, cor. Parnell av.  
 Church of the Assumption B. V. M.—1545 W. 22d.  
 Church of the Blessed Sacrament—W. 22d, cor. S. Central Park av.  
 Church of the Epiphany—2188 W. 26th.  
 Church of the Holy Angels—281 Oakwood boul.  
 Church of the Holy Cross—Jackson av., cor. 66th.  
 Church of the Holy Family—413 W. 12th.  
 Church of the Holy Ghost—W. Adams, cor. S. 43d.  
 Church of the Holy Guardian Angels—178 Forquier.  
 Church of the Holy Innocents—457 W. Superior.  
 Church of the Holy Rosary—113th, s. w. cor. South Park av.  
 Church of the Holy Rosary—249 N. Western av.  
 Church of the Nativity of Our Lord—37th, cor. Union.  
 Church of the Presentation—Springfield av., cor. Lexington.  
 Church of the Providence of God—166 W. 18th.  
 Church of the Sacred Heart—W. 19th, s. e. cor. Johnson.  
 Church of the Sacred Heart—W. 70th, cor. Johnson.  
 Church of the Visitation—Garfield boul., cor. S. Peoria.  
 Corpus Christi Church—Grand boul., cor. 49th.  
 Holy Trinity Church—S. Lincoln, cor. W. Taylor.  
 Holy Trinity Church—540 Noble.  
 Immaculate Conception B. V. M. Church—Bonfield, cor. 31st.  
 Immaculate Conception B. V. M. Church—Commercial av., n. w. cor. 88th.  
 Our Lady Help of Christians—Iowa, cor. N. 51st.  
 Our Lady of Hungary Church—9241 Chauncy av.  
 Our Lady of Perpetual Help Church—St. Louis av., cor. W. 13th pl.  
 Our Lady of Wilna Church—1120 S. Leavitt.  
 Sancta Maria Icoronata Church—16 Alexander.  
 St. Adalbert's Church—W. 17th, cor. S. Paulina.  
 St. Agatha's Church—Douglas boul., and S. Kedzie av.  
 St. Agnes' Church—S. Washtenaw av. and W. 39th.  
 St. Agnes' Church—S. Central Park av., cor. W. 27th.  
 St. Ailbe Church—N. Claremont av., cor. Lemoyne.  
 St. Alphonsus' Church—Southport av., cor. Wellington.  
 St. Ambrose Church—Ellis av., cor. 47th.  
 St. Andrew's Church—Addison, cor. N. Paulina.  
 St. Ann's Church—S. Leavitt, n. w. cor. 18th pl.



- St. Anne's Church—W. Garfield  
boul., cor. Wentworth av.
- St. Anthony Church—2459 Kensington  
av.
- St. Anthony of Padua Church—S.  
Canal, s. e. cor. 24th pl.
- St. Augustine's Church—Lafin, cor.  
W. 51st.
- St. Basil's Church—5311 S. Ash-  
land av.
- St. Benedict's Church—Irving Park  
boul., cor. N. Leavitt.
- St. Bernard's Church—66th, cor.  
Stewart av.
- St. Boniface's Church—Cornell, cor.  
Noble.
- St. Brendan's Church—W. 67th, cor.  
Centre av.
- St. Bride's Church—7839 Bond av.
- St. Bridget's Church—Archer av.,  
cor. Church pl.
- St. Casimir's Church—W. 22d, cor.  
S. Whipple.
- St. Catharine of Genoa Church—  
118th, cor. Lowe av.
- St. Catharine of Sienna Church—  
Washington boul., cor. Park av.
- St. Cecelia's Church—W. 45th, cor.  
5th av.
- St. Charles Borromeo's Church—W.  
12th, cor. Cypress.
- St. Clara's Church — 64th, cor.  
Woodlawn av.
- St. Clement's Church—1710 Dem-  
ing pl.
- St. Columbia's Church—13309 Green  
Bay.
- St. Coumbkill's Church—N. Paulina,  
cor. Grand av.
- St. Cyril's Church—64th, cor. Star  
av.
- St. David's Church—32d, cor. Union  
av.
- St. Dionysius' Church—Hawthorne.
- St. Dominic's Church—121 Sedg-  
wick.
- St. Edward's Church—N. 44th av.,  
cor. Sunnyside av.
- St. Elizabeth's Church—41st, cor.  
Wabash av.
- St. Finbarr's Church—639 Harding  
av.
- St. Florian's Church—133d, cor.  
Green Bay av.
- St. Francis of De Sales Church—  
Ewing av., cor. 102d.
- St. Francis of Assisium Church—  
W. 12th, cor. Newberry av.
- St. Francis Xavier Church—299  
Warsaw av.
- St. Gabriel's Church—W. 45th, cor.  
Sherman.
- St. Gall's Church—W. 52d, cor.  
Turner av.
- St. Genevieve's Church—N. 50th,  
cor. N. Hermitage av.
- St. George's Church—Auburn av.,  
cor. 32d pl.
- St. George's Church—Wentworth  
av., near W. 39th.
- St. George's Church—96th, cor.  
Ewing av.
- St. Gregory's Church—764 Bryn  
Mawr av.
- St. Hedwig's Church—Webster av.,  
cor. Devon av.
- St. Hyacinth's Church—826 W.  
George.
- St. Ita's Church—Magnolia av.,  
cor. 29th.
- St. Jarlath's Church—S. Hermi-  
tage av.
- St. Jerome's Church—Morse av.,  
cor. N. Paulina.
- St. Joachim Church—91st, cor.  
Langley av.
- St. John's Berchman's Church—  
1864 Humboldt boul.
- St. John's Cantius Church—N. Car-  
penter, cor. Chicago av.
- St. John Nepomucenes Church—  
25th, cor. Princeton av.
- St. John the Baptist Church—96  
Sherman.
- St. John the Baptist Church—W.  
50th pl., cor. S. Peoria.
- St. John's Church—18th, cor. Clark.
- St. Josaphat's Church—Belden av.,  
cor. Southport av.
- St. Joseph's Church—S. California  
av., cor. 38th pl.
- St. Joseph's Church—Orleans, cor.  
Hill.
- St. Joseph's Church—W. 48th, cor.  
S. Paulina.
- St. Joseph's Church—8812 Mar-  
quette av.
- St. Kevin's Church—10513 Torrence  
av.
- St. Kilian's Church—W. 87th, cor.  
S. Green.
- St. Laurence's Church—73d, cor.  
Madison av.
- St. Leo's Church—W. 78th, cor. Em-  
erald av.
- St. Louis's Church—11709 State.
- St. Ludmilla's Church—W. 24th,  
cor. S. Albany av.
- St. Malachy's Church—Walnut, cor.  
N. Western av.
- St. Margaret's Church—W. 99th,  
cor. Throop.
- St. Mark's Church—N. Campbell  
av., cor. Thomas.
- St. Marin's Church—W. 59th, cor.  
Princeton av.
- St. Mary of Mt. Carmel Church—  
67th, cor. Page.
- St. Mary's Church—Wabash av.,  
cor. Eldredge ct.
- St. Mary's of Czestochowa Church  
—30th, cor. Linden av.
- St. Mary's of the Lake Church—  
Sheridan rd., cor. Edgcomb pl.
- St. Mathew's Church—Walnut, cor.  
N. Francisco av.
- St. Matthias' Church—Ainslie, cor.  
N. Claremont av.
- St. Mauritius' Church—36th, cor. S.  
Hoynes av.
- St. Mel's Church—Washington boul.,  
cor. S. 43d av.
- St. Michael Archangel Church—W.  
24th pl., near S. Western.
- St. Michael Archangel Church—W.  
48th, cor. S. Winchester av.
- St. Michael's Church—Eugenie, cor.  
Cleveland av.
- St. Michael's Church—Wabansia  
av., cor. N. Paulina.
- St. Michael's Church—83d, cor. On-  
tario av.

St. Monica's Church—36th, cor. Dearborn.  
 St. Nicolas' Church—113th pl., cor. State.  
 St. Patrick's Church—Commercial av., cor. 95th.  
 St. Patrick's Church—S. Desplaines, cor. W. Adams.  
 St. Paul's Church—W. 22d pl., s. w. cor. S. Hoyne av.  
 St. Peter's Church—Clark, cor. Polk.  
 St. Philip Benizi Church—Gault ct., cor. Division.  
 St. Philomena's Church—Cortland, s. e. cor. N. 41st ct.  
 St. Pius' Church—S. Ashland av., s. e. cor. W. 19th.  
 St. Procopius' Church—Allport, cor. W. 18th.  
 St. Raphael's Church—W. 60th, cor. Justine.  
 St. Rita of Cassia Church—W. 63d, cor. S. Oakley av.  
 St. Rose of Lima Church—S. Ashland av., n. e. cor. W. 48th.  
 St. Salomea's Church—118th, cor. Indiana av.  
 St. Stanislaus Church—53d ct., cor. Belden av.  
 St. Stephen's Church—N. Sangamon, cor. W. Ohio.  
 St. Stephen's Church—W. 22d pl., n. e. cor. S. Lincoln.  
 St. Sylvester's Church—895 N. Humboldt.  
 St. Teresa's Church—Center, cor. Osgood.  
 St. Thomas' Church—55th, cor. Kimbark av.  
 St. Veronica Church—1972 N. Albany av.  
 St. Viator's Church—W. Belmont av., cor. N. 40th av.  
 St. Vincent de Paul's Church—Webster av., cor. Sheffield av.  
 St. Vitus' Church—S. Paulina, cor. W. 18th pl.  
 St. Wenceslas' Church—173 De Koven.  
 St. Willebrod's Church—11406 Curtis.  
 SS. Cyril and Methodius Church—W. 50th, cor. S. Hermitage.  
 SS. Peter and Paul's Church—331 91st. South Chicago.  
 SS. Peter and Paul's Church—W. 37th, cor. S. Ashland av.

#### **Polish Catholic National Diocese of Chicago.**

All Saint's Church—17 Lubeck.  
 Church of the Holy Cross—Auburn, cor. 32d.  
 St. Joseph Church—West side Houston av., south of 134th.

#### **SALVATION ARMY.**

Department of the West—Territorial headquarters, 395 to 399 State.

##### **CORPS.**

Chicago 1—553 W. Madison.  
 Chicago 2—78 35th.  
 Chicago 3—974 W. Madison.  
 Chicago 4—7087 South Chicago av.  
 Chicago 5—787 W. North av.  
 Chicago 6—6316 Wentworth av.

Chicago 8—399 State.  
 Chicago 9—3928 State.  
 Chicago 12—1771 N. Ashland av.  
 Chicago 14—6337 S. Halsted.  
 Chicago 22—45 N. 48th av.  
 Chicago 28—362 Clark (Slum).  
 Chicago 33—906 N. Halsted.

##### **SCANDINAVIAN.**

Chicago 7—1923 Clark.  
 Chicago 10—8931 Buffalo av.  
 Chicago 11—3120 5th av.  
 Chicago 13—136 Oak.  
 Chicago 15—837 W. Division.  
 Chicago 16—1240 59th.  
 Chicago 21—2566 111th.  
 Chicago 31 (Norwegian)—281 W. Erie.

##### **SOCIAL WORK.**

Industrial Department—Industrial warehouse, rear 411 W. Harrison; industrial store, No. 1, 2938 State; No. 2, 409 W. Harrison; No. 3, 321 W. Chicago av.; No. 4, 102 Clybourn av.; No. 5, 2349 Wentworth av.; No. 6, 387 Blue Island av.; No. 7, 3150 S. Halsted; No. 8, 114 Fullerton av.; No. 10, 1412 W. 51st; No. 11, 11528 Michigan av.

Workingmen's Hotels—"Reliance," 397 State; "Evangeline," 387 Clark; "Harbor Lights," 118 W. Madison; "The Beacon," 515 State; "New Century," 306 State.

Rescue Home—19 Lane pl.

Maternity Hospital—21 Lane pl.

##### **SPIRITUAL.**

Band of Harmony—Meets 309 Masonic Temple.

Biblical Spiritual Society—Meets at 56th, cor. Madison av.

Bund Harmonie No. 2—414 Wave-land av.

Christian Spiritualists—Vanburen Opera House.

Church of All Souls—220 S. Western av.

Church of Occult Scientists—Meets at 3514 Vincennes av.

Church of Progressive Spiritualists (Colored)—3329 Vernon av.

Church of Spiritual Revelation—5963 S. Halsted.

Church of the Psychic Forces—361 43d.

Church of the Soul—309 Masonic Temple.

Church of the Spiritual Truth—362 Milwaukee av.

Divine Spiritual Church—Hygenia Hall, 406 Ogden av.

First German Spiritual Association of the West Side—Cor. S. Ashland av. and W. 13th.

Fraternal Order of Spiritualists—Hygeia Hall, 406 Ogden av.

Golden Rule Spiritualistic Society—43 S. Paulina.

Hyde Park Occult Society—319 55th.

Light of Truth Church—528 W. 63d.

Light and Truth Spiritualist Society (German)—197 W. Division.

Metropolitan Spiritual Society—434 31st.

North Halsted Street Spiritual Church (German)—448 Larrabee.

North Star Spiritual Union—1546 Milwaukee av.

Occult Scientists—3514 Vincennes av.

Progressive Society—183 North av.  
Roseland Spiritual Culture Club—11256 Michigan av.

Spiritual Harmony Church—40 31st.

Spiritualist Society, Bund Der Wahrheit—No. 18, 1071 Lincoln av.

Spiritualistic Church of the Students of Nature—W. Madison, n. w. cor. S. California.

Starlight Spiritual Society—586 32d.

Temple Light and Truth—370 Wabansia av.

Universal Occult Society—77 31st.

#### **Swedenborgian (New Church).**

Chicago Society of the New Jerusalem—501 Masonic Temple.

Englewood Church—70th, cor. Stewart av.

Humboldt Park Church—N. California av., cor. Lemoyne.

Immanuel Church—434 Carroll av.

Kenwood Church—46th, cor. Woodlawn av.

North Side Church—1210 Sheridan road.

#### **Unitarian.**

Church of the Messiah—Michigan boul., s. e. cor. 23d.

First Swedish Church—1631 N. Clark st.

Memorial Chapel—Woodlawn av., n. w. cor. 57th.

Third Unitarian Church—W. Monroe, west of Kedzie.

Unity Church—Barry av., near Evanston av.

#### **United Brethren.**

Grace Church—Ellis av., cor. 42d.

Weaver Memorial Church—N. Kedzie av., cor. Dickens.

#### **United Presbyterian.**

Cuyler Church—Cuyler av., cor. Robey.

Fifth Church—S. Central Park av., cor. W. Congress.

First Church—Leland av., n. w. cor. Lincoln.

Foster Avenue Church—Foster av., cor. Claremont av.

Garfield Boulevard Church—W. Garfield boul., cor. Throop.

Second Church—W. 65th, cor. Par-nell av.

Third Church—46th, cor. Evans av.

Woodlawn Park Church—62d, cor. Woodlawn av.

#### **Universalist.**

Church of the Redeemer—Warren av., n. e. cor. S. Robey.

Ryder Chapel—Woodlawn Park.

St. Paul's Church—Prairie av., opp. 30th.

#### **Volunteers of America.**

Department of the Northwest—31, 184 Dearborn.

Chicago Post No. 1—416 and 418 W. Madison.

Chicago Post No. 3—767 W. 63d.

Chicago Post No. 4—1325 Benson av.

Free Sewing School—422 Washington boul.

Hope Hall, No. 3—2267 W. Ravenswood Park.

Workingmen's Homes—No. 1, 91 S. Des plaines; No. 2, 296 S. Clark.

Relief Branches—No. 1, 124 W. Erie; No. 2, 4609 Wentworth av.; No. 3, 422 Randolph; No. 4, 283 Blue Island av.

Young Woman's Home—422 Washington boul.

Provident Department—422 W. Randolph.

Employment Bureau—424 W. Randolph.

Preparatory School—650 W. 61st pl.

#### **Miscellaneous Churches.**

American Oriental Church—388 Dearborn.

Bohemian Congregation of Free Thinkers—400 W. 18th.

Brethren Church—1076 W. Polk.

Chicago Central Meeting of Friends—26 Van Buren.

Chicago Hebrew Mission—22 Solon.

Chicago Sailors' Mission Gospel Ship and Home—924 S. Halsted.

Chicago Theosophical Society—426-28 Van Buren.

Church of God in Chicago—406 W. 74th.

Church of the New Thought and College of the Science of Being—728, 203 Michigan.

Evangelical Italian Protestant Mission—256 Grand av.

Friends' Church—4411 Indiana av.

Gospel Hall—2674 W. Chicago av.

Halsted Street Institutional Church—778 S. Halsted.

Hoyne Avenue Mennonite Mission—3301 S. Hoyne av.

Kirkland Mission—122 S. Halsted.

Life Boat Mission—471 State.

Mennonite Gospel Mission—562 26th.

Mennonite Home Mission—145 W. 18th.

Messianic Brotherhood—913 Masonic Temple.

Pacific Garden Mission—100 Van Buren.

#### **Church Home for Aged Persons.**

—Number 4327 Ellis avenue. Can be reached by Cottage Grove avenue electric line. This institution is in a flourishing condition and doing a good work.

#### **City Autos.—Too much "high"**

life may be the undoing of the policy of permitting certain departments of the city administration to use automobiles in the discharge of official duties. A discovery of the social uses to which many of the machines have been put at night



has resulted in a proposal to the city council's finance committee to refuse appropriations for the support of all but the most necessary "buzz" wagons this year.

The city has purchased fourteen touring cars and runabouts in the last four years for city departments, at a cost of \$16,000. It requires \$30,000 a year to maintain them. The city is feeling more than ordinary poor this year and is looking for every possible chance to economize.

The automobiles owned by the city and the departments to which they are assigned follows:

	Number autos.
Police department .....	2
Fire department .....	2
Health department .....	1
City physician .....	1
Board of local improvements...	2
Commission of public works....	1
Bureau of streets.....	1
Bureau of engineering.....	1
Small park commission.....	1
Department of track elevation...	1
Council committee .....	1

**City Hall.**—The old City Hall, which cost several millions, erected shortly after the great fire of 1871, is a thing of the past. It was recently razed and on the site a new City Hall is being erected. In design an exact duplicate of its neighbor the new and magnificent County Building recently completed. These two buildings will cost \$10,000,000.

**City of the Future.**—A scientist, discussing harbor improvement in a statistical manner, observes that "a very modest estimate for the end of the present century would make Chicago a city of ten million inhabitants." By an estimate quite as modest, based upon the experience of practically all American cities, we may say that the Chicago of the year 1909 will have created wealth to the amount of at least twenty billion dollars, and will be at her wits' ends to get hold of enough money to pay her policemen and sweep her streets.

Nothing else known to man creates wealth as rapidly as a modern city. Hardly anything else has so much trouble to get enough money to keep house with. The simple accumulation of inhabitants, operating automatically, will raise the rental value of real estate many fold. The descendants in the second generation of two small children, now at school in England, may, in 1999, be drawing every quarter in rent from certain downtown lots more money than their grandfather paid for the fee of the lots. Neither they, nor their parents, nor their grandparents may ever have set eyes on those lots, or exerted themselves by so much as the lifting of a finger to enhance their value, or even be definitely aware whether Chicago is in the United States or in Africa.

The value of real estate in New York has increased about three billion dollars in ten years. The city itself did that just by growing. It will continue to do it as long as it continues to grow. Meanwhile, its own income derived from taxes on this real estate, has increased twenty million dollars, or less than one per cent of the increased value which it has created. Incidentally, while the value of personal property in the city has doubtless doubled, the value of the personality which is assessed for taxation has actually declined.

**City Offices—Location.**—Lehman Building, 202-206 East Randolph street:

#### FIRST FLOOR.

Detective headquarters and chief of detectives.  
Assistant superintendent of police.  
Secretary police department.  
Custodian police department.  
Fire marshal, fire department.

#### SECOND FLOOR.

City Council chamber.  
City Council committee rooms.  
Finance committee rooms.  
City Press Association.

#### THIRD FLOOR.

Board of local improvements.



Superintendent of special assessments.

Bureau of sidewalks.

Special assessment rebates.

#### FOURTH FLOOR.

Civil Service commission.

Compensation bureau.

House moving and sidewalks.

Bureau of sewers.

Bureau of streets.

#### FIFTH FLOOR.

City comptroller.

Commissioner of health.

City auditor.

City paymaster.

City real estate agent.

Special park commission.

Track-elevation department.

Bureau of statistics and municipal library.

#### SIXTH FLOOR.

Corporation counsel.

Law department of Board of Local Improvements.

Police pension board.

Traction expert.

#### SEVENTH FLOOR.

Mayor's office.

Commissioner of public works.

Chief of police.

Auditor of department of public works.

City business agent.

#### EIGHTH FLOOR.

City engineer.

Bureau of bridges and harbors.

Cement inspector.

Water-pipe extension.

Assessors' Building, 82 Fifth avenue.

#### FIRST FLOOR.

City collector.

#### SECOND FLOOR.

City clerk.

City treasurer.

#### THIRD FLOOR.

Building department.

Police department photographer.

Bureau of police records.

Superintendent of horses, police department.

#### FOURTH FLOOR.

City electrician.

Gas inspector.

Bureau of maps,

Galbraith Building, 215 East Madison street.

#### THIRD FLOOR.

Secretary of health department.

Division of contagious diseases.

Burial permits.

Bureau of sanitary inspection.

Information office of health department.

#### FOURTH FLOOR.

Assistant commissioner of health. City laboratory.

Hamilton National Bank Building, 80 La Salle street.

#### BASEMENT.

Battery room, fire alarm and telegraph.

#### FIRST FLOOR.

Superintendent bureau of water.

Cashier bureau of water.

Meter division bureau of water.

Shut-off division bureau of water.

Water inspection bureau of water.

#### THIRD FLOOR.

Office of fire alarm and telegraph.

Journal Building, 117-125 Market street.

#### FIFTH FLOOR.

Department of weights and measures.

Board of examiners of plumbers.

Board of examining engineers.

City architect.

#### SIXTH FLOOR.

Examination rooms of Civil Service commission.

REAPER BLOCK, 95-97 CLARK STREET.

Smoke and boiler inspector, first floor.

RAND McNALLY BUILDING, 158-174

ADAMS STREET.

Board of election commissioners, second floor.

FIRST NATIONAL BANK BUILDING, 119

MONROE STREET.

City attorney, room 822.

ASHLAND BLOCK, 99 CLARK STREET.

Prosecuting attorney, room 513.

#### City Rebuilt on Grander Scale.—

The ashes were still smoking when the reconstruction of the New Chicago began in 1871. Within two years the entire downtown district was rebuilt on a grander scale than

would have been dreamed of but for the fire itself. Frame buildings were replaced with brick structures of imposing appearance and architectural beauty. The cost of construction, owing to the high prices of material and labor for some years after the fire, was materially increased, and the panic of 1873, coming so soon in the wake of the conflagration, had a tendency to discourage extensive building operations.

For nearly ten years after the panic little building of large structures were indulged in, but in the '80's the work began with renewed vigor. In the '90s the amount of money annually expended for new buildings was far in excess of that used the first year after the fire.

Since 1890 there has been an enormous increase in building operations in Chicago. The improved methods of construction; the scarcity of frontage, which necessitated taller buildings, brought into being the sky-scrappers which now line the principal streets and whose cornices are lost to view in the heights above. These immense buildings, most of which have been erected within the last ten years, and many of which house more souls daily than the population of 4,170 that lived in the entire community in 1837 when Chicago became a city, are the wonder and admiration of every visitor. Since 1900 more than 60,000 buildings, valued at nearly \$450,000,000, have been erected in Chicago to house the ever-growing population, and to provide its manufactures and manifold industries with shelter against the elements.

**City's Most Crowded Block.**—In the block bounded by Thirty-fourth place, Mosspratt street, Thirty-second place and Morgan street, is the most crowded residential place in Chicago. One flat had when the census enumerator paid his visit, 63 inhabitants, and there are about 674 Poles, 692 Germans, 29 Bohemians, 720 Russians and 25 native-born Americans.

**City's Most Crowded Corner.**—Near the center of the Loop District, the intersection of State and Madison streets, and about in the middle of the downtown shopping district, is known as the most crowded street crossing in the city. The crowds of people and vehicles pass this corner in almost solid masses.

**Civil Service.**—The Chicago Civil Service law went into effect August 25, 1895. The total number of applicants examined in 1895 was 2,091; in 1896, 4,411; in 1897, 14,203; in 1898, 10,477; in 1899, 9,233; in 1900, 7,962; in 1901, 6,031; in 1902, 1,363; in 1903, 1,874; in 1904, 4,812; in 1905, 3,808; in 1906, 13,289; in 1907, 10,167. Between 70 and 80 per cent of the applicants pass the examinations.

A daily "efficiency" record is kept of all persons employed by the city under authority of the Civil Service commission. In all promotional examinations credit is given for efficiency as shown by these records, which are kept under the heads "attendance," "industry" and "quality of work and deportment."

For the city police department an additional record has been introduced, by which credit may be given to police officers for "criminal arrests and disposal," "saving of life or property" and "other courageous acts."

**Clerk of Circuit Court.**—There are employed in this office about 70 persons and the total salaries per year amounts to \$89,000. The total receipts amount to about \$70,000 per year. During the past year 5,643 suits were commenced and 11,074 disposed of. There were 378 pauper cases. In the juvenile court a branch of the circuit court, 2,935 cases were docketed during the past year.

**"Closed" Hours on Bridges.**—Following are the hours when the bridges of Chicago are closed to river traffic: Bridges on the main river, on the south branch as far south as Twelfth street and on the north branch to Kinzie street, 6:30

to 8:30 a. m. and 5 to 7 p. m.; across the north branch to Halsted street and on the south branch from Twelfth street to Halsted street, 6 to 7 a. m. and 5:30 to 6:30 p. m.; all other bridges from 6 to 7 a. m. and 6 to 7 p. m.

**Clubs.**—They are not as numerous in proportion in Chicago as they are in New York and London; but the increased membership among the leading and desirable clubs seems to indicate that club life is rapidly growing in favor in Chicago. The following is a list of the principal clubs:

Appomattox Club, 3144 Wabash avenue.

Apollo (musical), 199 Wabash avenue.

Athletic Association, 61 Arcade Building, Pullman.

Bankers, 135 Adams street.

Buena, 1188 Sheridan road.

Builders, 412 Chamber of Commerce.

Calumet, Twentieth street and Michigan avenue.

Caxton, 203 Michigan avenue.

Chicago Association of Commerce, 77 Jackson boulevard.

Charlevoix, 6027 Indiana avenue.

Chicago, Michigan avenue and Van Buren street.

Chicago Athletic Association, 125 Michigan avenue.

Chicago Automobile, 15 Plymouth court.

Chicago Bar Association, 100 Washington street.

Chicago Business Women's, 228 South Clark street.

Chicago Historical Society, 142 Dearborn avenue.

Chicago Yacht, Grant Park, foot of Monroe street.

Church Club of Chicago, Masonic Temple.

City Club, 228 South Clark street.

Citizens' Federation, 520, 124 La Salle street.

Colonial, 4445 Grand boulevard.

Columbia Yacht, foot of Randolph street.

Dearborn, 125 Dearborn street.

Edgewater Country Club, 837 Winthrop avenue.

Edgewater Golf, Devon and Evanston avenues.

Elks, 163 Washington street.

Englewood Men's, 6323 Harvard avenue.

Englewood Women's, 6323 Harvard avenue.

Evanston Golf Club.

Fortnightly, 203 Michigan avenue.

Germania Mannerchor, 643 North Clark street.

Hamilton, Clark and Monroe streets.

Highland Park, Highland Park.

Hoffman, 114 Monroe street.

Illinois, 154 Ashland boulevard.

Illinois Athletic, 145 Michigan avenue.

Iroquois, 200 Clark street.

Jackson Park Golf, Jackson Park.

Jackson Park Yacht, 207 Sixty-ninth street.

Kenwood, Forty-seventh street and Lake avenue.

Kenwood Country, Forty-eighth street and Ellis avenue.

Klio Association, 4 Monroe street.

Lakeside, Forty-second street and Grand boulevard.

Lake View, Lake Shore Drive.

Lincoln, 1215 Washington boulevard.

Lincoln Cycling, 390 Dearborn avenue.

Lincoln Park, 390 Dearborn avenue.

Marquette, Dearborn avenue and Maple street.

Menoken, 1196 Washington boulevard.

Merchants', 817, 108 La Salle street.

Mid-day, First National Bank Building.

North-West, 140 Evergreen avenue.

Northwestern Athletic Field, Evanston.

Oaks, Lake street and Waller avenue.

Onwentsia, Lake Forest.

Press, 104 Madison street.

Quadrangle, Fifty-eighth street and Lexington avenue.

Saddle and Cycle, Sheridan road and Foster avenue.

Sheridan, Forty-first street and Michigan avenue.

South Shore Country Club, Seventy-first and Yates avenue.

Standard, Twenty-fourth street and Michigan avenue.

Skokie Club grounds, Glencoe.

Swedish Glee, 470 La Salle street.

Union, 12 Washington place.

Union League, Jackson boulevard and Custom House place.

Unity, 3140 Indiana avenue.

University Club, 116 Dearborn street.

Wanderer Cricket and Athletic, Seventy-first street and East End avenue.

Washington Park, Sixty-fourth street and Woodlawn avenue.

Washington Park Golf, Sixty-fourth street and Woodlawn avenue.

Waunansieh, 4045 Drexel boulevard.

Women's Athletic, 150 Michigan avenue.

West End Women's, 132 Ashland boulevard.

Woodlawn Park, Sixty-fourth street and Woodlawn avenue.

Y. M. C. A., 153 La Salle street.

Y. W. C. A., 288 Michigan boulevard.

**Coal Mart.**—Chicago sustains its reputation of being one of the greatest if not the largest coal marts in the world.

The receipts of coal by water during the year aggregated 1,011,170 tons hard and 518,818 tons soft. The sales amounted to \$40,000,000, as against \$53,080,000 for the previous year.

**Coliseum.**—Located on Wabash avenue, between Fourteenth and Sixteenth streets, and occupying the former site of the Libby Prison building. A structure of enormous size, the largest assembly hall in the city, with a seating capacity of over 15,000, the Coliseum is the last and most accessible of three structures, the first two built on Sixty-third street, and lasting but a short time each, one collapsing and the other being destroyed by fire. The Chicago Coliseum Com-

pany, of which Charles F. Gunther is a leading light, decided to locate on the Libby Prison lot, and their big building was completed in record time and in shipshape fashion. It is built of yellow pressed brick, with a gray stone front, lofty roof, and immense galleries. Since its completion, it has been idle hardly a day, shows of every imaginable kind eagerly seeking a chance to occupy the great roomy edifice, one of the sights of the city, and accessible by Wabash avenue, Indiana avenue and State street cars, the South Side "L" road, and the Illinois Central Railway.

Madison Square Garden, in New York, is the only similar hall in the country of larger seating capacity. The first and second Coliseums were much larger buildings, but the present structure answers all needs, and completely fills the lot on which it stands.

**Columbus Caravels.**—Models of the three boats, Nina, Pinta and Santa Maria, which brought Columbus and his men on the first voyage of discovery to the New World, will be found at Jackson Park in the south lagoon.

**Columbus Memorial Building.**—Located on Washington and State streets. This building was erected during the World's Fair, in 1892, and the name Columbus was selected to make the structure a memorial to the great discoverer. A statue of Columbus, in bronze, is placed over the main entrance, and the entire entrance is of ornamental metal work. Inside the door the names of Columbus and of the two commanders of his ships appear on the floor, and on the left wall are arched panels in mosaic, setting forth historical facts concerning the Genoese. The building is almost exclusively occupied by physicians and jewelers, about 130 of the former having offices within its walls.

**Columbia Yacht Club.**—Located on Randolph street and Lake Front. Full information concerning the yachting affairs may be



had at the club house of the Columbia Yacht Club. Headquarters of power boats and the club house of the Corinthian Yacht Club are near at hand.

**Commercial National Bank Building.**—This building is located at the northeast corner of Adams and Clark streets. Its west front extends 190 feet north from Adams

ized nickel-steel solid armor plate safe deposit vault, the largest in Chicago and the first of its kind in the world, with a capacity for 20,000 boxes.

The building is eighteen stories in height, and rests upon caisson foundations, bearing upon solid bed-rock.

It is of modern, fire-proof, steel construction; exterior, granite and



COMMERCIAL NATIONAL BANK BUILDING,  
115 ADAMS STREET, CORNER CLARK STREET.

street on Clark street, with a south exposure of 181 feet on Adams street, facing the Post Office Building.

The entire second floor is occupied by the Commercial National Bank. The Commercial National Safe Deposit Company conducts in the basement its Harvey-

terra cotta; interior finished above the second floor in mahogany and white marble. The bronze banister of the grand stairway is the most elaborate piece of bronze work ever attempted in America.

The premises occupied by the Commercial National Bank on the second floor have been pronounced

the most perfect banking offices in the world. Every convenience known to modern banking has been installed and patrons are assured of every consideration for their comfort and accommodation.

There are one freight and fourteen passenger plunger type elevators, of which eight are at the Adams street entrance and six at the Clark street entrance.

**Commercial National Safe Deposit Vault.**—The new safe deposit vault of the Commercial National Safe Deposit Company, built of Harveyized nickel steel armor plates, recently opened to the public, are of the most modern construction and arrangement. The space inside the main vault is forty-six feet square and nine feet from ceiling to floor. The steel walls are six inches in thickness and are reinforced on the sides by a two-foot brick wall, and on the top by two feet of solid concrete. There are accommodations for 20,000 boxes, of which 10,000 are in place. There are large and small compartments and safes for the use of the bankers, estates, brokers and private individuals. The entire interior is finished in bronze, brilliantly polished.

In connection with the vaults there are fifty-nine coupon rooms and a number of committee rooms, richly furnished, for the use of customers for directors' and committee meetings. One of these is reserved for the use of ladies. The trunk vaults furnish an absolutely safe place to store silverware and other bulky valuables.

The key system is arranged so that no one, not even other employees, have access to the various keys except those authorized. Absolute protection and secrecy are thus insured.

The officers are W. J. Chalmers, president; Joseph T. Talbert, vice-president; Ralph Van Vechten, secretary; Trigg Waller, manager, and Samuel Powell, superintendent.

**Commonwealth Edison Company.**—The company came into

legal existence and began business on September 17, 1907, through the consolidation of the Chicago Edison Company and the Commonwealth Electric Company.

The earnings and expenses for the fiscal year ending September 30, 1908, were as follows: Gross earnings, \$9,500,907.82; expenses, \$6,374,578.44; earnings for the year, \$3,126,329.38.

The company's connected business (exclusive of electrical energy supplied to other public service corporations) amounted to the equivalent of 4,137,650 standard sixteen-candle-power lamps on September 30, 1908.

The company is also supplying electrical energy, amounting to approximately 75,000 horse-power, under long-time contracts, running from five to ten years, to street railways and other public service.

General offices, Edison Building, 139 Adams street. Generating stations: Station 1, Harrison street and Chicago river; station 2, Twenty-second and Fisk streets; station 3, Twenty-fifth and Quarry streets; station 6, Fifty-sixth and Wallace streets. Also 33 sub-stations.

Commonwealth Edison Company miscellaneous data:

Number of buildings occupied wholly or partially, 43.

Number of electric generating plants, 5.

Number of sub-stations for distributing current, 32.

Total capacity of generating equipment, 130,000 K. W.

Number of storage batteries ready for emergencies, 15 stations.

Capacity of storage batteries at ½-hour rate, 36,000 K. W., or 48,000-horsepower.

Distribution systems, Edison 3-wire and 60 cycle, 3-phase, 4-wire system.

Voltage, 115-230.

Horsepower in motors connected (exclusive of railway), 103,385.

Lighting load connected (16-candlepower equivalent), 2,385,790.

Total connected (equivalent in 16-candlepower lamps), 3,936,560.

Connected load, general business, 196,830 K. W.

Connected load, railway business, 60,000 K. W.

Miles of mains and feeders, 2,700.

Total number of duct feet of underground conduit, 8,576,000.

The Fisk street station of the Commonwealth Edison Company is justly famed as the greatest institution of its kind in the world. The building, located at Fisk and Twenty-second streets, is pleasing, dignified and substantial, and the general construction is of steel, covered with red pressed brick, ornamented with heavy cut Bedford stone.

Natural lighting and ventilation facilities are very complete. The interior finish of the station is excellent throughout, that in the turbine room especially being very handsome. The walls are lined with white enamel brick, with terra cotta trimmings. The floor is laid with terra cotta two-inch hexagonal imported tile. Artificial lighting is secured chiefly by means of enclosed arc lamps supported on massive ornamental iron brackets, with Bauer-Barff finish.

Capacity.—While the plans originally contemplated an installation of 14 units, aggregating 70,000 kilowatts capacity, the ultimate maximum capacity of the station for a sustained period will undoubtedly be at least 176,000 kilowatts. Ten units have already been installed, the first four rated at 5,000 kilowatts and for two hours a maximum load of 7,500 kilowatts each; units Nos. 5 to 10, rated at 9,000 kilowatts, for two hours, 12,000 kilowatts each. Units to be installed in future will undoubtedly be even larger, and those ordered for the Quarry street power house will have a sustained maximum capacity of 14,000 kilowatts.

The unit system of construction and of operation is everywhere provided for with a view to isolating possible trouble and minimizing its effect. The boiler house contains a battery of eight boilers for each turbine. Each boiler has

5,000 square feet of water heating surface, and is of the double-drum type and equipped with a superheater. The boiler pressure is 180 pounds, and 150 degrees to 200 degrees superheat are secured.

In the switch house the unit idea is still further exemplified. In general the cables and bus-bars are carried separately for each unit to the oil switches and distributing apparatus. There are overload inverse time-limit relays on all outgoing feeders, which automatically open in case of trouble.

Nearly all the energy supplied to over forty sub-stations throughout the city comes from the Fisk street station. Thirty-two of these are the company's stations for general lighting and power service and eight are power stations of local transportation companies. All the converting equipment in these sub-stations consists of synchronous apparatus. The transmission system is controlled by telephone, from the company's main office by one man called the "load dispatcher."

The station buildings are entirely fireproof, and in addition have a complete and powerful motor driven fire-fighting apparatus, and standpipes at frequent intervals connected to long lines of hose. The station force is thoroughly drilled in the use of this apparatus.

The welfare of the employes has been given ample consideration, and commodious shower baths, with individual lockers, for different classes of employes, are installed in the boiler house and switch house. There is also in the switch house a large and handsome dining-room, with a completely appointed kitchen, in which all the apparatus is electric, from which meals are served every day to a large number. There are also offices at the station and living-rooms for the accommodation of the employes who may have to remain at the premises for unusual lengths of time.

Present capacity of the station,



100,000 kilowatts, or 150,000-horsepower.

Ground area occupied by plant, tracks, etc., 23½ acres.

Dock frontage, 3,275 feet.

Size of main building: Length, 500 feet; width, 240 feet.

Size of switch house: Length, 340 feet; width, 50 feet.

Number of steam turbine generators, 10.

Maximum capacity per unit, 12,000 K. W., or 18,000-horsepower.

Maximum load for 1907, 81,000 kilowatts.

Maximum load equipment in 16-candlepower lamps, 1,620,000.

Height of turbo-generators, 34 feet 9 inches.

**Comparative Strength of Iron and Timber.**—From various experiments, it appears that the ultimate strength of various bodies, an inch square and an inch round bar of each, one foot long, and loaded in the middle and lying loose at both ends, is as follows:

	Square bar. lbs.	Round bar. lbs.
Oak .....	800	628
Ash .....	1,137	893
Elm .....	569	447
Pitch pine.....	916	719
Deal .....	566	444
Cast iron .....	2,580	2,026
Wrought iron .....	4,013	3,152

One-third of the above weight is considered sufficient in most cases for a permanent load.

**Concert Saloons.**—As distinguished from concerts proper. In the one the music is the important feature; in the other the sale of liquor is the incentive, and the music is simply secondary. In Chicago, there are two classes, one where music is used as an attraction, while one sits to drink his glass of lager; but the class which is feared by all good citizens, include the “dives” and worse, where music, and an execrable excuse at that, is used to entice the young and foolish, where liquor and painted harlots drag swiftly and fiercely down the awful road, whose end is moral debauchery and physical de-

struction. No respectable person likes to be known as a frequenter of any of these places. The women are without attractive beauty, completely unsexed, and deplorably ignorant. A discordant, heavily-pounded piano shrieks in its awful distress. The liquors are of the vilest, and the women insist upon being treated constantly to colored water, which their dupes pay for as the best brandy. They are not nice places for strangers to enter, and are constantly watched by the police.

**Concordia Cemetery.**—Is beautifully laid out, and highly improved, and is the burial place of the Evangelical Lutheran churches’ dead. It is nine miles west of the city. Take train at Grand Central depot via Chicago & Northern Pacific Railroad.

**Congress Park.**—Congress Park is 13 miles from Chicago. It contains many beautiful homes of the wealthy Chicago business men, and the streets are shaded with elm, catalpa, maple and sycamore trees.

**Contractors’ Supplies.**—The Chicago market in heavy hardware is enormously large. In addition to the iron and steel products, the heavy hardware, jobbers carry all the tools and machinery required to manipulate them, however huge these products may be. There are immense jobbing houses devoted to supplying the needs of mills, mines, railroad operators, factories, contractors and vessel owners. In addition to the ordinary lines of hardware these jobbers carry open stocks of supplies and equipments of usual size and kinds, which usually have to be made over, and which only can be found ready for immediate shipment in markets of the first class. Thus, if an order for a complete railroad is received, from rails to rolling stock, it can be filled in Chicago immediately and with the least possible cost.

The manufacture of belting is a conspicuous feature of the great Chicago machinery market. The making of coin controlled machines



has been reduced to a science and all the larger manufactories handling this product are located in Chicago. In fact, in the manufacture of machinery of every description, the Chicago market stands without a peer on the universe.

**Consumption of Sugar.**—The population, and per capita consumption of sugar, in the United States, for five years, as reported by the Bureau of Statistics, Department of Commerce and Labor:

		Per capita T'l sugar consumpt'n cons'm'd	
Years. Pop'l't'n. of sugar.			
June 1. (Pounds.) (Tons.)			
1900..	76,303,307	65.2	2,487,487.8082
1901..	77,647,000	68.7	2,667,174.45
1902..	79,003,000	72.8	2,875,709.2
1903..	80,372,000	70.9	2,849,187.4
1904..	81,752,000	75.8	3,077,962.8

From the foregoing table it appears that the present use of cane-sugar in this country amounts to seventy-five pounds per capita annually, and that the consumption of sugar is increasing at the rate of a little more than two pounds per capita annually.

**Convent and Parochial Schools.**—The parochial schools of Chicago furnish education to nearly 56,000 children, and certainly save an immense expense from the public school funds. About 2,000 teachers are employed.

The Hebrew schools contain about 600 pupils, the Lutheran some 7,000, and the Catholic over 45,000. Many of the Catholic schools contain as many children as the largest public schools, the Holy Family schools, at the corner of Twelfth street and Blue Island avenue, educating 4,500 pupils.

The parochial schools have been often attacked by the advocates of the public school system, but seem to hold their own nevertheless, and apparently furnish almost as thorough an education as the schools under the management of the Board of Education.

**Cook County Appropriations 1909.**—Bonded debt of Cook county December 1, 1908, \$9,360,000; amount due each year, \$625,000.

Resources: Estimated receipts from general taxes for A. D. 1909, \$4,481,152.62; estimated receipts from fee offices, \$1,675,500; estimated sundry resources to be realized in 1909, \$296,211.47; for bonds and interest fund, \$28,049.13; for new infirmary building fund, \$1,948,740.37; for new court house building fund, \$87,508.02. The total resources, \$8,467,221.61.

Appropriations: Principal and interest fund, \$1,059,386.63; new court house building fund, \$37,568.02; new infirmary building fund, \$1,948,740.37; liabilities outstanding December 1, 1908, fund, \$144,680.37; salary fund, \$2,607,598.78; supply fund, \$881,850; dieting prisoners, jail fund, \$37,000; dieting prisoners, House of Correction fund, \$5,000; state institutions fund, \$35,000; industrial schools fund, \$56,000; telephone fund, \$8,000; deporting indigents fund, \$1,500; president's fund, \$2,500; inspecting fund, \$3,000; hospital nursing fund, \$102,000; road and bridges fund, \$40,000; transportation of prisoners, etc., fund, \$3,000; postage and stamped envelope fund, \$10,000; coroner's incidental expense fund, \$1,000; special state's attorney fund, \$30,000; furniture and repair fund, \$88,922.44; preparing and publishing assessment lists fund, \$50,000; tax error and rebate fund, \$420,000; outdoor relief fund, \$19,225; juror's fund, \$230,000; election purposes fund, \$245,000; judges fund, \$195,250; interest on loans fund, \$50,000; building fund, \$25,000; heating court house fund, \$26,300; lighting court house fund, \$15,000; power court house fund, \$23,000; coroner's reporting fund, \$1,200; juvenile detention home telephone service fund, \$500; juvenile detention home furniture and repair fund, \$1,000; special audit fund, \$10,000; special county attorney's fund, \$3,000; miscellaneous fund, \$50,000. Totals, \$8,467,221.61.

**Cook County Coroner.**—The coroner's office is located in the new county building and is one of the busiest offices in the city. Aside from the coroner, there is one chief deputy, one coroner's physician and deputy coroner, two assistant coroner's physicians and deputy coroners, eleven deputy coroners, one stenographer for court work, one clerk and stenographer, one record clerk, one vault clerk, one morgue keeper, one clerk at morgue.

During the past eleven months of 1908, 3,907 inquests were held; 2,758 cases were investigated by the coroner's physician; 2,385 post-mortems held by the coroner's physician; 329 miles were traveled in serving writs.

**Cook County Hospital.**—Is located on the square bounded by Wood, Harrison, Lincoln and Polk streets. Take West Madison electric car line. This institution is for the benefit of the poor and is one of the largest and most perfectly appointed hospitals in this country. It is under the management of the County Commissioners, and is supported by the taxpayers.

**Cook County Insane Asylum.**—Is a magnificent group of buildings located in Cook county at Dunning and affords every facility for the care of those unfortunate enough to be placed there.

**Cook County's New Courthouse.**—Cook County's new courthouse is the largest county building in the United States and the first one designed as an office structure especially to meet the requirements of those who will occupy it and of the public. Each department of the county government has quarters so arranged as to suit its particular needs, and estimated to be ample to accommodate the business of a population of 4,000,000 people. Heat, ventilation and light have been provided for by systems unsurpassed in any great building in the world.

Natural light is provided for by

immense openings in the street fronts and by two light shafts on the west, sixty-four by ninety-six feet, extending from the first floor to the roof.

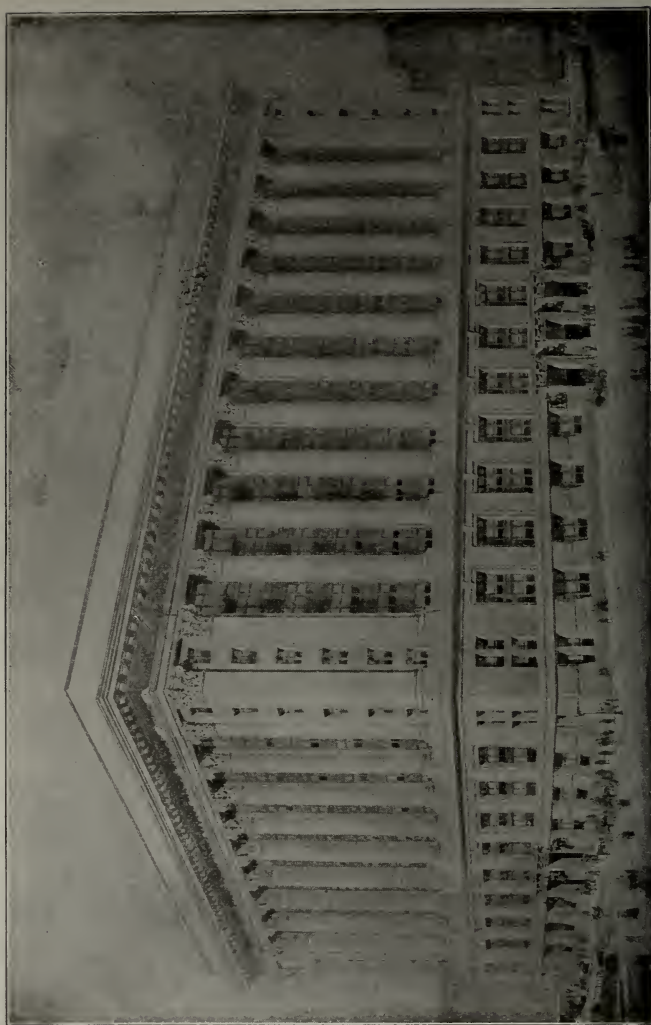
Notwithstanding the fact that every practical requirement is thus fulfilled, the architects have designed a noble architectural and monumental building, dignified, impressive and classic in composition. The great Corinthian colonnade, ninety-four feet high, with entablatures and cornice in proportion, gives a municipal character to the entire structure. The three main doorways, twenty feet high, are on Clark street, and on each side of them are carved allegorical figures representing Justice and Law, and Labor on Land and Labor on Sea. Other entrances are on Washington and Randolph streets.

On the first floor is a spacious vestibule in marble and bronze, with carved ceiling of ornamental glass and bronze, and beyond this an immense hall running completely through the building, with corridors extending to the north and south entrances. These are finished in Italian marble and colored mosaic, and Italian Renaissance grills screen the fourteen elevators.

In the upper floors the halls and corridors are finished in marble and the court rooms in various woods and stucco.

There are thirty large court rooms, with the necessary consultation, attorneys and jury rooms. Their height above the street and the adoption of extraordinary precautions insure quiet. Eleven of the court rooms are on the top floor and has no side windows, but has an ample supply of natural diffused daylight through herringbone above a glass ceiling.

The new building is two and one-half times as large as the one it replaces, and contains 12,000,000 cubic feet of space. It costs approximately thirty-five cents a cubic foot, or much less than any other building of its class. It con-



NEW CITY HALL AND COURT HOUSE.  
(Occupies the entire block bounded by Clark, Randolph, La Salle and Washington Streets.)



tains 11,000 tons of structural steel, and 14,000 tons of granite, which together would fill a thousand railroad cars. This immense mass rests upon 130 concrete caissons that extend to the solid rock, 115 feet below the street grade. In these is 450,000 cubic feet of concrete, or almost twice the volume of the Auditorium Tower. This concrete weighs 33,000 tons and would fill another thousand cars. The building fronts 374 feet on Clark street and 157 feet each on Washington and Randolph streets. The lowest floor is thirty-eight feet below the street level and the highest point of the roof 218 feet above grade. The old court house had a total floor area of five acres. The new structure has fourteen acres of floor space. There is a mile of corridors. For the storage of records and documents almost two acres of floor area are given up to fireproof vaults.

The entire block, bounded by Clark, Randolph, La Salle and Washington streets, is the property of Cook county, and under a contract entered into in 1872, the City of Chicago is given the use of the west half so long as it is occupied by a city hall, with the provision that the county building and city hall shall be uniform in general exterior design and appearance. The new county building has been designed with this contingency in view.

The total expenditures were as follows:

On building account, \$4,439,481.03; on fixed furniture account, \$376,816.65; on movable furniture account, \$81,673.41; on razing old courthouse, \$79,000; on miscellaneous account, \$265,352.44; total expenditures, \$5,242,323.53.

The county issued \$5,000,000 of 4 per cent bonds as a building fund.

**Cook County Jail and Criminal Court.**—This is a new seven-story building of steel and stone construction. It is located at the corner of Dearborn avenue and Michigan street, and is an imposing and

mammoth structure. The jail is connected with the criminal court building by a number of corridors. Persons indicted by the grand jury receive their trial in the courts, numbered from one to six. Many famous trials have taken place in this building. In the jail there is at all times from 400 to 500 prisoners confined, many of whom are notorious criminals. Many executions have taken place in the jail, among whom may be mentioned the anarchists. Attendance at executions is limited to persons having some special business in being there. Visitors are admitted on Tuesdays and Fridays.

**Corn Exchange National Bank Building.**—Located on Adams and La Salle streets. This building is modern and fireproof in every way and aside from the banking departments is occupied with business offices. It is a handsome new structure and is seventeen stories high, but owing to the height of the bank room ceiling, is as tall as the ordinary 18-story building. The main banking room is beautiful and attractive and well worth a visit.

**Corsets, Cloaks and Suits.**—The manufacture of corsets in Chicago has made tremendous strides within the past few years. The most advertised and popular styles and trade marked brands known to the trade are made in this city. In point of style and suitability, the Chicago made corset is rapidly displacing imported goods, particularly in the higher qualities.

Many of the corset stocks in Chicago contain 500 different varieties and styles and no other market in the country offers equal opportunities to the merchant buying corsets. Every manufacturer of corsets in this country and Europe is represented in Chicago stocks.

In the manufacture of cloaks and suits, Chicago easily leads the world. The number of factories in this line in Chicago is 175. Within a few years past Chicago has outdistanced competition in this line,



and five of the largest cloak and suit houses here do more business than seven of the largest in any other city. Business is built absolutely on quality and styles, and not on cheap goods or cut price. The magnitude of the business is indicated by the fact that one firm alone recently ordered 250,000 gross of buttons. It is estimated that the scraps and clippings alone sold by Chicago manufacturers in this and kindred lines amount to more than \$12,000,000 annually.

**Crerar Library.**—Is not yet located. In 1890, John Crerar, a wealthy Chicagoan, bequeathed at his death about \$2,000,000 to the creation and maintenance of a free public library, which is located temporarily at 87 Wabash avenue.

**Crime on the Lake.**—The house committee on the judiciary has reported favorably on the main resolution relating to crime on Lake Michigan. Illinois, Indiana and Michigan may now agree on a plan whereby illegal acts on the waters of the lake, which forms part of the boundaries of the three states, may be checked.

When the municipal authorities were attempting to suppress gambling on horse racing their efforts were blocked by men who chartered a vessel on which they steamed daily to waters crossed by state lines, from which position they mocked their opponents while still following their prohibited avocation by the aid of wireless telegraphy. From the standpoint of the gamblers it was a good joke on the police.

This sort of an arrangement may open the way to others of different character. Attention has been called of late to the pressing need of united effort in connection with sanitation. The people of the three states have a vital interest in that subject. The larger problems of life at the foot of the lake will be increasingly important as population becomes more dense. The signs of this growth of population are plentiful. More and more, as

the years pass by, Illinois, Indiana and Michigan must make common cause with broadminded spirit.

**Criterion Theater.**—Is on the North Side at the corner of Division and Sedgwick streets. The seating capacity is 1,700, and its furnishing, decorations and equipment are of the very best. It presents to its patrons legitimate drama, light comedy and burlesque. Lincoln J. Carter, the producer, has control of the house for the past several years.

**Crop Production.**—In the United States for 1908:

	Acres.	Bushels.
Wheat ..	47,557,000	664,872,000
Corn ....	101,788,000	2,668,651,000
Oats ....	32,344,000	807,156,000
Rye .....	1,948,000	31,851,000
Barley ...	6,646,000	166,756,000
Total ..	190,283,000	4,339,286,000

**Crushed Between Street Cars.**—Recently no less than three persons have been crushed to death between moving street cars in Chicago. The spacing between the new laid track is not sufficient to give much more than six inches between the large and recently installed pay-as-you-enter cars. This fact should be borne in mind by every person who has occasion to cross the street. It should be understood that there is always danger in attempting to make a crossing, that there is a chance that two cars may pass at the critical moment, that confusion may ensue and that the effort to escape by dodging between cars will probably result in very serious injury, if not death.

**Cured Meats, etc.**—The quantity of cured meats received in the Chicago market during the year 1908 aggregated 235,477,393 pounds; and shipments 720,804,686 pounds; of dressed beef, receipts, 428,729,665 pounds, and shipments 959,719,921 pounds; of lard, our receipts aggregated 77,301,152 pounds, and shipments 402,779,483 pounds.

**Daily Arrival of Passenger Trains.**—Nearly 1,600 passenger trains, through and suburban, arrive at and depart from the six principal railway passenger stations of Chicago in the course of each twenty-four hours. The number varies with the seasons and the demands of the traffic, but the appended figures are approximately correct according to the schedule in force in 1908:

Stations.	Trains.
Illinois Central .....	536
Chicago & Northwestern.....	409
Union .....	264
La Salle Street.....	230
Dearborn .....	113
Grand Central .....	42
Total .....	1,594

**Dangerous Fly.**—Doctor Howard, of the entomological division of the United States Department of Agriculture suggests, as a result of studies made, that the name of the common house fly be changed to the "typhoid fly" as being more suggestive, or descriptive of its dangerous character. The name house fly would indicate, he thinks, that the little pest belongs to the house, when its natural habitat is the manure box or the garbage can.

It is well understood that a few flies live over during the winter months. In almost every house they may be found in a torpid state, generally in the crevices of the walls or the ceiling, and always near the ceiling, where the air is the warmest. Now is the time to go after them and to rid the house of their presence before the spring days are here. Then see to it that the door and window screens are all put in order for use when needed.

**Danish Lutheran Orphan's Home.**—Situated in Maplewood on the Wisconsin division of the Northwestern Railroad.

**Deaf Mutes.**—Contrary to the general class of speechless unfortunates, the deaf mutes of Chi-

cago are, as a rule, quite comfortable and able to care for themselves. There are several schools for their instruction, mostly situated on the West Side, and almost every deaf mute of scholastic age is in receipt of daily tuition. As a result, the deaf mutes are a cheerful and contented class, and enjoy life so well as even to marry among themselves.

The principal institution for the instruction of this class of unfortunates is located at Jacksonville, 215 miles south of Chicago, on the Chicago & Alton Railroad. Average number of people on the rolls, about 1,000. This is a State institution and the annual appropriation for maintenance about \$150,000. A school for the deaf and dumb is located at 409 May street, West Side. It is conducted by the religious of the Holy Heart of Mary, and supported by the Ephpheta Society. The average number of deaf mutes in the school is about 100, and several experienced teachers are employed.

**Death in the Dust.**—Richard T. Fox, general manager of the Citizens' Street Cleaning bureau, recently presented in his annual report some startling facts in connection with the danger that lurks in the germ laden dust that flies through Chicago's streets.

"With every twenty breaths," he says, "one may take into his body all the way from eleven to 370 germs, together with a variable amount of inorganic dust.

"The number of living germs which a citizen is liable to take into his body when the streets are dry and the wind blowing, or when the dust is being stirred up by street cleaning operations, would be difficult to determine.

"The evils of dust were not generally appreciated until the discovery of the germ initiative of disease. Some time ago Doctor Cornet, of Berlin, made some experiments to determine the extent of the dangers of tuberculosis spread through dust contamination. Three hundred and ninety-two

guinea pigs were employed in the test. Of these 69 developed tuberculosis; 196 died, from other diseases such as diphtheria, erysipelas, etc., and 137 remained healthy.

"In some experiments made by Dr. T. M. Pruden in New York he found that the number of living germs settling from floating dust upon a round disk  $3\frac{3}{4}$  inches in diameter in different places in New York was as follows:

"At the ball ground, Central Park 499.

"Edge of fountain basin, Union Square, 214.

"In the library of a private house, near Thirty-fourth street and Broadway, 34.

"Upon a cross street that was being swept by employes of the street cleaning department, 5,810.

"It is estimated that 150,000 persons die annually in the United States from tuberculosis, and this is only one of the many diseases spread by dust.

"The total elimination of dust is, of course, impossible. Cleaning and sweeping increases the fighting of germs about seventy times.

"The dust appearing on the downtown streets of Chicago is derived from these sources:

"1. Animal Refuse.

"2. Refuse swept or thrown from buildings.

"3. Dirt forced through open joints of pavement laid on earth or sand foundation.

"4. Refuse spiled from wagons.

"5. Debris from construction of buildings or from the construction and repair of pavements.

"6. Detritus from wear of pavements.

"7. Soot and dust from the air.

"The most effective means of cleaning is to maintain a hand patrol for the removal of the heavier material and with a hose or machine flush with sufficient water the dust or mud into the gutters, from where it can be removed."

Frank W. Solon, superintendent of street cleaning, found few suggestions of value in the report.

He said flushing machines soon

would be in use down town and that he thought "we are doing pretty well and expect to do better."

**Deep Waterway.**—The construction of such a canal is not a local, but a national work. It means the establishment of an institution under government control which will furnish new and important means of communication in the central west. It offers a new passageway for light draught war vessels through the heart of the continent, independent of any unfriendly nation in time of war. On the purely commercial side it can rightly be maintained that were only the commercial interests of Chicago and St. Louis, and the towns and farms between, to be considered, the building of the canal would be fully justified. But there is vastly more than this at issue. All of the business interests of the Great Lakes, with their trade in coal and iron, lumber, grain and manufactured goods, lie waiting for the opportunity to extend their navigation southward through the Mississippi valley into the rich prairies of the central part of the continent. Nor is even this extension of navigation all that the proposed deep waterway will accomplish. The ports of the Gulf of Mexico, and many of the ports of South America, would be opened to direct navigation with Chicago and Duluth and Buffalo. And when the time arrives for the opening of the Isthmian canal, now assured to the nation, the still wider commercial reaches of the Orient would be attained. These things may seem at first thought like ideals of a far distant future; in reality they are ideals of the immediate present, which can be realized by a work that is in comparison but a trifle. Hardly elsewhere can an enterprise be found from which such great results can be attained for such small expenditures.

It is not an inland canal of the olden type which your memorialists propose to you, but rather one



the like of which has never been produced save in the connection of great bodies of water with one another across narrow strips of land. It is a true deep waterway that is sought. The exact depth that would be most advisable is for your special board of engineers, to whom is intrusted the survey, to recommend. A depth of fourteen feet is suggested by your memorialists, because the state of Illinois has committed itself by repeated joint resolutions of its general assembly to the encouragement of such a waterway, because the preliminary estimates indicate that the work of construction for that depth can be economically carried out, because the supply of water necessary to it is already in existence, and because a similar depth can be counted on the greater part of the year in the Mississippi river beyond St. Louis, the outlet of the canal. A depth of ten or twelve feet would be but a starting point. A depth of twenty feet is ultimately desired, but it would be comparatively useless until great engineering works have been accomplished in the improvement of the lower Mississippi.

That a deep waterway from Lake Michigan to the Mississippi river is a work of easy accomplishment, is due beyond anything else to the existence of the Chicago Sanitary and Ship Canal, which has been constructed by the people of Chicago, under the direction of your memorialists and their predecessors, the trustees of the Sanitary District of Chicago. The route for the waterway follows the course of the Chicago river, the natural flow of which is toward Lake Michigan, and the Des Plaines and Illinois rivers flowing toward the Mississippi. The Chicago Sanitary and Ship Canal has pierced the watershed dividing the headwaters of the Chicago from the headwaters of the Des Plaines; it has caused the natural current of the Chicago river to be reversed, and a great flood of a possible 600,000 cubic feet a minute to be started from

the lake toward the gulf and it has provided a channel adequate to accommodate vessels of twenty feet draught. To the extent to which it reaches the Sanitary and Ship Canal is all that can be desired for the purposes of deep water navigation. Even beyond its own limits it is a powerful aid to the deep waterway project, for it furnishes sufficient water to give a steady supply to a fourteen-foot channel to the Mississippi.

The piercing of the divide between the lake and the gulf watersheds is by far the most difficult and costly portion of the work of building the deep waterway. The people of Chicago have expended already over \$38,000,000 in accomplishing it. When they have finished all related work they will have spent \$50,000,000. The plans and estimates which your memorialists will present to you in detail in this memorial show that the expense for the entire remainder of the work will not exceed \$27,000,000, little over half of what Chicago alone will have spent. Chicago's contribution to the proposed waterway, measured in dollars, is, therefore, almost two-thirds of the entire work.

From the very inception of their canal, intended primarily for sanitation, the people of Chicago have had in mind its ultimate use as a deep waterway. The very name given by law to the canal characterizes its double purpose. Had it been built solely for sanitation, it would have cost less by \$18,000,000 than it did. The additional \$18,000,000 measures the sacrifice the people of Chicago have made to secure the deep waterway navigation of the future. State laws already exist, by the operation of which the federal government will receive full authority over the canal for purposes of navigation as soon as the deep waterway shall have been built. The balance of the work properly belongs to the federal government, without whose aid it will, indeed, never be accomplished.



**De La Salle Institute.**—A splendid commercial high school erected through the efforts of the Christian Brothers, at the northeast corner of Wabash avenue and Thirty-fifth street. This magnificent building was erected during the year 1891 at a cost of \$112,000.

**Department Stores.**—During the last decade the facilities of street cars and great numbers of suburban trains have favored the growth of department stores in connection with the retail dry goods and notion stores in the business center, on State street and Wabash avenue. Some fifteen firms employ about 22,000 persons in the busy season within the walls of thirteen retail establishments, in the proportion of two males to three females, and including a great proportion of boys and girls. The department stores are crowded at all hours of the day, which proves that a large proportion of female housekeepers have an abundance of time to buy their supplies at a great distance from their dwelling places. Clothing, wearing apparel, furniture, jewelry, books and other goods are sold in immense quantities in a comparatively small territory of the business center, furnishing employment for one-fifth of the total number who work for retail trade in the whole city.

**Des Plaines.**—Des Plaines is 16.6 miles from Chicago, and has a population of 1,666. The camp meeting grounds of the Methodist Episcopal church are located here. Its shaded streets are lined with pretty homes and it is on the banks of the Des Plaines river.

**Detention Hospital.**—At this institution insane patients are received. They are there until their cases can be disposed of by the courts. One hundred and seventy-nine patients were received during the month of December, 1908. Daily average, twenty-six.

**Diseases of Industry.**—Just beyond the pale of the so-called hazardous occupations lie another

group of vocations which add their annual quota to the great total of industrial mortality statistics. Peculiar conditions pertaining to these occupations bring about certain diseases which usually are not fatal in themselves, especially if prompt treatment is instituted. But they are not inimical to the general health of the worker. This leaves him an easy prey to the "great white plague," whose yearly toll in the United States is 138,000 lives and \$1,000,000,000.

In fact, so susceptible to the inroads of tuberculosis are the workers in these industries that the phrase "industrial phthisis" has been coined to apply to the insidious foe of their health.

The government has taken cognizance of these conditions, and the chief of the federal bureau of labor has spent some time in investigating along this line. The following summarizes his report, which he has entitled "Industrial Hygiene:"

By far the greater number of cases of sickness or death among these workers is caused by infection from poisonous dust or vapors freed during work.

In the cutlery and tool industries "grinders' rot" and "grinders' asthma" are caused by inhalation of metallic dust. These are both local names for tuberculosis. Rag sorters' and wool sorters' diseases are anthrax infection from wool that came from an animal having this transmissible disease.

Lead poisoning, or plumbism, in its various forms of "lead habit," "lead colic," or "lead paralysis," affects painters, plumbers, type foundrymen, varnishers, workers in manufactories of china and pottery, artificial flowers, etc. Dr. Kober gives as a good preventive a gargle or wash of a watery solution of tartarate of ammonia before eating or drinking.

Arsenical poisoning, naphtha poisoning, aniline poisoning, brass foundrymen's ague, coal gas poisoning and choke damp are other forms of illness from dust or fumes.

## DIFFERENCE IN TIME BETWEEN CHICAGO

And Following Named Places:

	ADD TO CHICAGO TIME.	DEDUCT FROM CHICAGO TIME.		ADD TO CHICAGO TIME.	DEDUCT FROM CHICAGO TIME.
	H. M.	H. M.		H. M.	H. M.
Aden.....	8 56		Manila.....	14 00	
Alexandria.....	7 55		Marseilles.....	6 17	
Algiers.....	6 07		Mauritius.....	9 46	
Amoy.....	13 48		Melbourne.....	15 36	
Amsterdam.....	6 15		Mexico.....		0 40
Athens.....	7 30		Montevideo.....	2 11	
Auckland.....	17 33		Moscow.....	8 26	
Bahia.....	3 23		Mozambique.....	8 39	
Barbadoes.....	1 58		Nagasaki.....	14 36	
Batavia.....	13 03		New York.....	1 00	
Berlin.....	6 49		Nome.....		5 04
Bermuda.....	1 37		Odessa.....	7 58	
Berne.....	6 25		Panama.....	0 38	
Bombay.....	10 47		Paris.....	6 05	
Borneo.....	13 35		Pekin.....	13 42	
Brussels.....	6 13		Penang.....	12 38	
Buenos Ayres.....	2 03		Pernambuco.....	3 36	
Cadiz.....	5 31		Porto Rico.....	1 30	
Calcutta.....	11 49		Pretoria.....	7 50	
Callao.....	0 48		Quebec.....	1 11	
Canton.....	13 29		Rangoon.....	12 16	
Cape Town.....	7 09		Rio de Janeiro.....	3 04	
Constantinople.....	7 52		Rome.....	6 45	
Copenhagen.....	6 46		Saigon.....	13 02	
Dawson.....		3 19	St. Petersburg.....	7 57	
Dublin.....	5 35		Salt Lake City.....		1 00
Durban.....	7 58		Samoa.....	18 31	
Glasgow.....	5 43		San Francisco.....		2 00
Guatemala.....		0 05	Shanghai.....	14 01	
Guayaquil.....	0 37		Singapore.....	12 51	
Halifax.....	1 41		Stockholm.....	7 08	
Hamburg.....	6 35		Southampton.....	5 54	
Havana.....	0 27		Suakim.....	8 25	
Hong Kong.....	13 32		Sydney.....	15 56	
Honolulu.....		4 35	Tokio.....	15 14	
Jamaica.....	0 49		Valparaiso.....	1 10	
Lima.....	0 48		Venice.....	6 44	
Lisbon.....	5 20		Victoria.....		2 00
Liverpool.....	5 48		Vera Cruz.....		0 29
London.....	5 56		Vienna.....	7 01	
Madrid.....	5 42		Yokohama.....	15 15	
Malta.....	6 54		Zanzibar.....	8 33	

EXAMPLE.—When it is one P. M. at Chicago it is 56 minutes past nine the evening of the same day at Aden, Arabia; and twenty minutes after twelve P. M. at Mexico City.

Mercurial poisoning, salivation, etc., affect those employed in the making of mirrors, felt, bronzing, thermometers and barometers, and dry electric batteries. The prophylactic precautions are a weekly sulphur bath and a gargle of a solution of permanganate of potassium.

Dr. Kober lays down the following rules to be followed by employees who are exposed to any of the above affections:

Scrupulous personal cleanliness and change of clothing after work.

Proper ventilation.

Uses of "wet processes" whenever possible and whenever practical.

Use of dams, hoods and respirators.

Then, lastly, and important, for the employe to avail himself of all devices provided for his safety.

Tea intoxication, writers' cramp, caisson disease, which attacks workers in diving bells, caissons, tunnels and deep mines, are other diseases attacking workers in certain localities or vocations.

Pulmonary emphysema is simply an abnormal collection of air in the lungs of performers on wind instruments. Boilermakers' deafness is caused by constant exposure to an atmosphere in a high state of vibration. Mill operatives' deafness is the inability to hear distinctly except during a noise.

### Distances in Chicago.

MADISON STREET SOUTH—	Miles.
Twelfth street .....	1
Twenty-second street .....	2
Thirty-first street .....	3
Thirty-ninth street .....	4
Forty-seventh street .....	5
Fifty-fifth street .....	6
Sixty-third Street .....	7
Seventy-first street .....	8
Seventy-ninth street.....	9
Eighty-seventh street .....	10
Ninety-fifth street .....	11
One Hundred Third street....	12
One Hundred Eleventh street..	13
One Hundred Nineteenth .....	14
One Hundred Twenty-seventh..	15
City Limits .....	16½

### MADISON STREET NORTH—

Chicago avenue .....	1
North avenue .....	2
Fullerton avenue .....	3
Belmont avenue .....	4
Irving Park avenue.....	5
Lawrence avenue .....	6
Byrn Mawr avenue .....	7
Devon avenue .....	8
Touhy avenue .....	9
City Limits .....	9½

### State Street West—

Halsted street .....	1
Ashland boulevard .....	2
Western avenue .....	3
Kedzie avenue .....	4
Fortieth avenue .....	5
Forty-eighth avenue .....	6
Central avenue .....	7
Ridgeland avenue .....	8
City Limits (West on North avenue) .....	9

### State Street East—

To Lake on Twenty-second street .....	½
To Cottage Grove avenue on Thirty-first street .....	⅔
To Cottage Grove avenue on Thirty-ninth street .....	1
To Stony Island avenue on Fifty-fifth street .....	2
To Yates avenue on Seventy-first street .....	3

### Distances to Other Cities.

DISTANCE FROM CHICAGO—	Miles.
Albany, N. Y.....	837
Alton, Ill. ....	263
Atlanta, Ga. ....	795
Atchison, Kan. ....	465
Boston .....	1,039
Baltimore .....	853
Buffalo .....	539
Cincinnati .....	306
Cleveland .....	356
Cairo .....	365
Denver .....	1,059
Detroit .....	285
Dallas .....	991
Evansville .....	338
Ft. Wayne .....	148
Galveston .....	1,151
Harrisburg .....	714
Indianapolis .....	183
Kansas City .....	458
Louisville .....	323
Los Angeles .....	2,265
Minneapolis .....	420

Milwaukee .....	85
New York .....	911
New Orleans .....	915
Omaha .....	498
Philadelphia .....	822
Pensacola, Fla. ....	972
Portland, Ore. ....	2,466
Portland, Me. ....	1,155
Pittsburg .....	468
Rochester, N. Y. ....	609
San Francisco .....	2,450
St. Louis .....	283
St. Paul .....	409
Savannah .....	1,088
Syracuse .....	687
Seattle .....	2,361
Salt Lake City.....	1,566
San Antonio, Tex. ....	2,347
Toledo .....	243
Tacoma, Wash. ....	2,321
Tampa, Fla. ....	1,578
Trenton .....	854
Utica, N. Y. ....	730

**Dogs.**—There are about 35,000 dogs in Chicago which have received proper licenses at the City Hall. Probably twice as many more canines are never taxed, making a very numerous dog population.

The life of a Chicago dog is not enviable. If unlicensed, death is his portion at the hands of any policeman; if duly numbered and tagged, he must be muzzled whenever he is allowed upon the street. His chief enemy is the dog catcher, who gathers in all unmuzzled dogs without mercy or distinction and takes them to the "dog pound," where, if not redeemed or sold, they are put to death by suffocation.

Many wealthy Chicagoans keep valuable and high-blooded dogs, and the annual Chicago dog show is always a fashionable event.

**Douglas Monument.**—Located between Cottage Grove avenue and the lake. Take cars to Thirty-fifth street. Opposite Woodlawn and Groveland Parks, on the grounds of the Chicago University, which, together with the two parks, were donated by Hon. Stephen A. Douglas, whose family mansion occupied the vicinity near the eastern

terminus of Douglas avenue and Woodlawn Park, stands the monument to this distinguished gentleman. The mausoleum containing his remains is of granite, and the shaft towering 104 feet above this is also of granite. Surmounting the shaft is a bronze statue of Mr. Douglas—very life-like. At the corners are four bronze female figures inscribed "Illinois," "History," "Justice," "Eloquence." The marble sarcophagus in the crypt bears on its side the following: "Stephen A. Douglas, born April 23, 1813. Died June 3, 1861. Tell my children to obey the laws and uphold the Constitution."

**Douglas Park.**—In Douglas Park a new and appropriate boat landing and pavilion has been constructed, as well as a music court, with a covered shelter on each side. The pavilion overlooks the music court and the large meadow beyond and commands an excellent view of the beauties of the park.

Flower gardens were prepared containing flowers of infinite variety which will be a source of pleasure and enjoyment to all who visit them.

A naturalistic gateway on the west side of the park at the Douglas boulevard entrance, has been created by the skillful use of flowering shrubs and appropriate trees.

A pretentious fountain basin has been placed at the intersection of the boulevard and the park, making this one of the most beautiful entrances to any of our parks.

A tentative plan has been prepared for additional improvements in that portion of Douglas Park lying south of Ogden avenue.

The plan provides for the creation of a large meadow with sufficient foliage or woodland plantations surrounding it to make it picturesque and beautiful—in which small picnics may be held, and affording the people of that section of the city and the public in general, facilities for outdoor recreation, and for more fully enjoying the flowers, trees and shrubbery

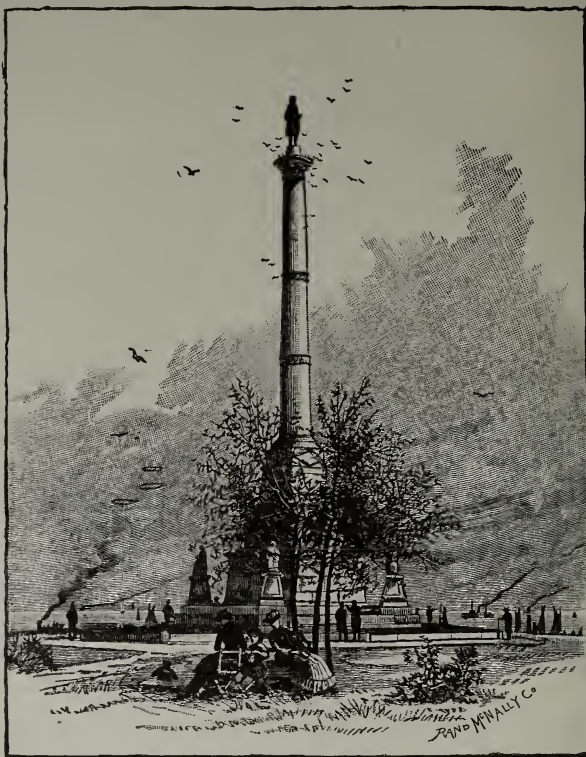


and all of the blessings for which parks are created.

Along Ogden avenue a large flower and water garden will be created, with the necessary ornamental garden seats and the garden hall from which the flowers may be seen and appreciated. This formal garden will be of very large dimensions, approximately 1,000 feet long by 300 feet wide. In

shall boulevard entrance from the south, in a modern pergola style, with water basin in front of the pergola, and fountain sprays, the entire gateway to be covered with rapid-growing and climbing plants.

**Downers Grove.**—Downers Grove is a beautiful little town with modern conveniences. It is twenty-one miles from Chicago and has a population of 3,500.



DOUGLAS MONUMENT.

front of this garden hall will be a large water court with sprays of fountains playing with artistic effect and on each side of this water court will be afforded space for the garden sculpture, which will give to the garden hall a refined and beautiful setting.

The plan also provides for an ornamental gateway at the Mar-

**Do You Know?**—The Chicago Association of Commerce, 77 Jackson boulevard, says that Chicago is the greatest railroad center in the world, being the terminal of thirty-four railroads, having an aggregate mileage of 91,627 miles, or more than 40 per cent of the entire mileage of the United States?

That of these thirty-four rail-

roads not one of them sends a train through the city; they all stop here, making Chicago an absolute terminus which can be said of no other city in the country?

That more sleeping cars, on through trains, are scheduled to arrive at Chicago in the morning and depart in the evening than any other city on earth?

That Chicago has seventy-nine elevator warehouses with a grain storage capacity of 58,700,000 bushels?

That the lake tonnage of the port of Chicago is larger than the combined foreign tonnage of the ports of Boston, Philadelphia, Baltimore and Galveston?

That in the receipts of grain and flour at the principal lake and river ports Chicago ranks first, with more than 281,000,000 bushels?

That more food and clothing for the people of the United States is produced at or distributed from Chicago than from any other market on the continent?

That Chicago is the chief live stock market in the world and receives and ships more cattle, calves, sheep, hogs and horses than any other city on earth?

That since the establishment of the Union Stock Yards in this city the number of head of live stock handled has been 523,920,513, or more than there are inhabitants on the globe, excluding unenumerated Asia and Africa?

That in seventeen cities of the United States, each having a population of 200,000 or over, Chicago ranks among the seven lowest in the percent of arrests for crime of every variety?

That the annual increase of business in the Chicago postoffice is more than \$1,000,000?

That the number of pieces of first class mail matter received in the Chicago post-office for delivery in 1906 was 497,192,318 and that the number of second, third and fourth class matter received for delivery was 153,400,332, making the total of such pieces 650,592,650?

That the money order business

of the Chicago postoffice is larger than that of any other single office in the United States by over 50 per cent—in 1907 the number of money orders sold and paid in this city was 12,954,834, amounting to \$90,424,141.50?

That while the receipts of the Chicago postoffice in 1906 amounted to \$12,878,198.37, the per capita amount contributed to that revenue was \$6.07, a sum reached by only two other of the large cities of the country?

That Chicago has the largest system of underground freight railway of any city in the world?

That the first steel rails for railway tracks made in the United States were rolled in Chicago and that 28 per cent of the steel rails now made in the country are rolled here?

That the actual cash valuation of real and personal property in Chicago places this city second in wealth in the list of American cities?

That of fourteen American cities, each having a population of 300,000 or more, the rate of mortality in Chicago is the lowest of any of them, and that it is lower than in any of the five largest cities in Europe?

That the wool product of the United States is 298,915,730 pounds, of which 230,164,650 pounds, or 77 per cent, is produced in territory tributary to Chicago and of which 117,692,000 pounds is handled by railroads centering here?

That while Chicago is the chief wool market of the country and while more than 25,000,000 yards of woollen goods are annually used here in the manufacture of men's ware alone, nearly all this cloth is made in the Eastern states?

That the average age of those dying in Chicago in 1869 was thirteen years, ten months and twenty-eight days, while in 1906 the average age was thirty-one years and ten months, being an increase in thirty-seven years of 129 per cent?

That the wage pay roll of Chicago manufactories amounts an-

nually to \$137,000,000 and that in the value of its manufactured products Chicago ranks second in the list of American cities?

That Chicago is the second city in the country in rank as to bank clearances?

That despite the financial scare in the autumn of 1907, the bank clearances of that year in this city were \$1,040,335,975 greater than in 1906?

That the gross per capita indebtedness of Chicago is lower than that of any other important city in the United States?

That the minimum price of electric light and power is lower in Chicago than in any of the twenty-three large American cities excepting two?

That in the twenty-three large cities of the country Chicago ranks among the fourth lowest in the net price charged for gas for light and fuel purposes?

That Chicago has a larger number of skilled workmen than any other city in the United States and that they are not limited to any one trade, but are evenly distributed among a large number of diversified industries?

That Chicago is the greatest convention city on the continent. Since 1832, when the first one was held, there have been eighty-one national political conventions held in the country. Of these sixteen have been called in Chicago since 1860. Prior to that time Baltimore held the palm as the convention city. In 1907 there were 250 conventions of various kinds held in Chicago, an increase of 50 over 1906.

That Chicago has a larger area of territory admirably fitted to all varieties of manufacturing, located on both rail and water lines of transportation, than any other of the large cities of the country?

That sites for such industries can be secured at very reasonable terms and at lower prices than will be offered for equally good locations anywhere else in the country?

That in the necessary expenses of location, facilities of transportation, abundance of both skilled and common labor, unfailing demands for every kind of manufactured product, attractiveness of climate and in every essential that can contribute to the educational, social and moral life of its people, no city in the United States can rival Chicago?

That the coal area of Illinois is over 40,000 square miles in extent and that it produced in 1906 over 41,500,000 tons of coal valued at \$45,000,000, of which 14,000,000 tons were handled in Chicago?

That the oil product of Illinois in 1907 was 24,000,000 barrels as against 4,397,000 in 1906?

That the State has 9,000 oil producing wells, as against 4,000 in 1906, yielding about one-half as much as the gross product of the Russian empire?

That the product of food fish from the Illinois River is 22,000,000 pounds annually, making our stream second only to the Columbia River, which holds first rank of all the inland water courses of the country?

That the value of brick and sewer pipe made in the state in 1906 was \$11,669,638 and that most of it was made in Cook county?

**Drainage Canal.**—In 1889 the Illinois Legislature enacted a law creating the Sanitary District of Chicago, which had for its purpose the building of a canal from the Chicago River to a suitable point on the Des Plaines River, the object being to divert the flow of sewerage from Lake Michigan, thereby purifying the water supply of Chicago. The work was commenced in the year of 1892 and completed in 1900.

The canal extends from Robey street and the Chicago River to Lockport, Ill., a distance of twenty-nine miles, where it discharges into the Des Plaines River, which in turn is an affluent of the Illinois River, which empties into the Mississippi River. At Lockport there



is a fall of 12 feet, and the flow of water is regulated by means of a bear-trap dam. With the regulation flow of 275,000 cubic feet of water per minute, quite a valuable power was thus incidentally created.

Some agitation was started, as early as 1897, to make use of this power for lighting the streets of Chicago, but the known fact that by extending the channel to a point three-fourths mile further down would give a fall of 34 to 38 feet, turned the attention of those interested toward securing the lower site and developing the maximum power.

While the City of Chicago was trying to secure the right to develop the power for municipal purposes, private interests offered to pay the Sanitary District \$5 a year per horsepower and make all necessary improvements to complete the development. A lively discussion of the subject ensued, and the proposal was rejected.

The City of Chicago could not raise the necessary money to develop the power, and the Sanitary District did not have the right to do so. The only recourse was to join forces and secure the necessary legislation, which was done in 1903. Some delay ensued pending the collection of the special tax provided, and actual work was not started until 1904, since which time it has progressed without reasonable delay.

The original scope of the work was enlarged to provide for a ship canal as far as the power house and provision made for immense locks to be built at a later date. Canal locks are now provided for locking boats 22 feet wide and 100 feet long from the channel to the tail-race, which terminates in the Des Plaines River at Joliet, from which point the old Illinois and Michigan Canal is available to the Illinois River.

The close of the year 1907 found the initial equipment (16,000 kilowatts) of the power-transmission plant on the Chicago Drainage

Canal practically complete. The plant consists of a hydro-electric power house at Lockport, Ill., with four 4,000-kilowatt generating units, a 44,000-volt aluminum transmission line about 29½ miles long and a sub-station at Western avenue and the canal, in Chicago, where the current is transformed down to 12,000 volts for distribution to local points of use. Sixty-cycle, three-phase current is generated at 6,000 volts, and raised in the station to the line potential by large transformers. The whole plant is built to have double the initial capacity, or 32,000 kilowatts, by extensions which can be readily made.

In every respect the plant is well designed and thoroughly and substantially built. It is owned and operated by the Sanitary District of Chicago, a public body organized under State law and governed by nine trustees elected by the people. This board built the Chicago Drainage Canal and later the power plant which this artificial waterway affords. About \$53,000,000 has been spent on the canal and its appurtenances. Sufficient funds being available to build the plant in first class shape, no legitimate expense has been spared to secure apparatus and install methods representing the most recent advances in the art of electrical power transmission. The installation is therefore worthy of careful examination as representing the most modern ideas in hydro-electric work in plants of its class.

**Dramatic Agencies.**—These establishments are kept up by men who act as brokers in making engagements between actors and managers of theaters and theatrical companies, and they are to be found in and about Clark street. It is more than probable that while they are useful in a business way at times, they still exert a pernicious influence upon the stage from an artistic standpoint. Agents are human and their likes and dislikes too often do injustice both to actor and public. Their charges vary



from three to ten per cent for their various services, and upon the prompt payment of these, and other like requirements of the agents, more than upon their abilities, actors now depend for engagements. The sidewalks adjoining these agencies are filled with idle actors during the summer months.

**Drexel Boulevard.** — (Formerly Grove Parkway) is the result of the action of a meeting of the property owners along its borders from the railroad track at Forty-first street to Washington Park, held about the time (1870) the initiative was taken on the park improvements, to take into consideration the proposition of the South Park Commissioners to purchase the right-of-way for a thoroughfare from Egan avenue to the entrance of Washington Park at Fifty-first street boulevard. The purchase was made, the owners receiving sums made up of prices which averaged \$4,000 per acre. It is 200 feet wide from beginning to end, the breadth being divided as follows: Fifteen feet of sidewalk, 40 feet of roadway at the sides of the planting place in the center which is 90 feet wide. The Avenue l'Imperatrice, Paris, is the model for Drexel boulevard. In the building and ornamentation of the two they are exactly similar. The Avenue l'Imperatrice is considered the finest street in the world. Drexel boulevard is devoted to the exclusive use of pleasure, all traffic over it being forbidden. The ornamentation of each block is dissimilar. Forest, flower gardens, shrubbery, etc., alternate, and the walks are shaped in divers winding courses. The material of the walks is hard blue clay, the drives of gravel on a compact graded surface, the sidewalks of asphalt and stone, and the gutters are formed by concave slabs of slag, an imperishable material. The swell of the planting surface is considerably above the driving grade, giving a prominent and beautiful appearance. Trellis work, rustic seats

and bowers, fountains, etc., are features interspersed through the whole length. At the intersection of Drexel avenue is a magnificent bronze fountain, presented by the Misses Drexel, of Philadelphia, in memory of their father, after whom the boulevard was named. On each side of the boulevard, throughout its entire length, the property-holders have placed, four feet inside of the fence, lines of stately elms. A uniform building line of 40 feet is established through the entire length of the boulevard, giving a clear, open space of 280 feet. Within these building lines are to be seen some of the handsomest mansions and prettiest villas of Chicago. At the head of the boulevard, a few steps from the Cottage Grove avenue car line, is the "Cottage," from which phaetons start at intervals through the day for a circuit of the south parks. The many attractions of this now famous boulevard attract thousands of sightseers annually.

**Drift from Farm to City.** — The large increase in the city population which must derive its sustenance from agriculture without assisting in any agricultural production should be considered in connection with the growth of the population. One hundred years ago the population living in cities and towns was only 3.35 per cent, while now the city population amounts to nearly 70 per cent. From the beginning of the nineteenth century the drift from the farm to the city steadily increased, and hence the work of supplying food with the reaping hook and cradle grew more arduous with the passing years. The wide fields were fertile and yielded bountifully but the limit of food production was soon reached. Something more than unlimited natural resources was needed. Opportunities were plentiful enough, but no one could embrace them. When it became necessary for us to import food supplies, economists were alarmed but the population continued to increase.

**Drives.**—The finest drives of Chicago are upon the boulevards, a list of which is given under that heading. Every facility in the way of horses and vehicles is very easily obtainable.

**Drug Trade of Chicago.**—Several of the largest wholesalers of drugs and chemicals in the world are located in Chicago. The volume of business in this growing line reached \$21,500,000 last year, showing a slight falling off from the figures of the preceding year.

Numerous patent medicines of world-wide repute are manufactured by Chicago drug men. This business is an important branch of the drug trade, and it is estimated that fully \$3,000,000 is annually spent in Chicago alone for proprietary medicines.

The manufacture and sale of oils of all kinds reached \$15,000,000 last year. There are numerous concerns which produce linseed and lubricating oils in enormous quantities annually, and whose trade extends to all parts of the country. This product ranks among the best in the world's market for purity and effectiveness for the purposes to which the various oils are devoted.

**Edison Park.**—Edison Park is just beyond the city limits, and has a population of 344. It has well paved streets, many charming houses and a great many shade trees, it is well situated and is growing rapidly.

**Electrical Water Power.**—Between Lockport and Joliet is the waterpower plant capable of developing, with a mean head of 34 feet, 32,000 horsepower. This power will be attainable when the flow of the canal reaches 600,000 feet per minute. The power house is of concrete construction and has eleven turbine chambers, three for exciter units and eight for power units. The power units are each designed to pass 100,000 cubic feet at 8-10 discharge. They consist of turbines on horizontal axes capable

of generating 6,500 horsepower at full gate under 34 feet of head at 165 revolutions per minute. Each power unit is to drive one 4,000 kilowatt, 3 phase, 6,600 volt generator.

### Elevated Railways.

**THE LOOP.**—Office: 311 Fisher building. The Union Elevated Loop over which all elevated trains run, extends east and west on Van Bur-en street, with stations at La Salle street, Dearborn street, State street, runs north on Wabash avenue to Lake street, with stations at Adams, Madison and Randolph streets, runs west on Lake street, with stations at State street and Clark street, then south on Fifth avenue to Van Bur-en street, with stations at Randolph street, Madison street and Quincy street.

The Loop stations are necessarily of intricate arrangement, and the passenger should observe the guiding signs as he ascends from the street to the train.

**METROPOLITAN WEST SIDE ELEVATED RAILWAY Co.**—Offices: 169 Jackson boulevard. Fifth avenue terminal station, Fifth avenue, south of Jackson boulevard.

**DOUGLAS PARK LINE.**—White and red signals. From the Loop west to Marshfield avenue, south to West 21st street, west to South 48th avenue. Stations at Franklin street, Canal street, Halsted street, Centre avenue, Laflin street, Marshfield avenue, Polk street, 12th street, 14th street, 18th street, Wood street, Hoyne avenue, Western avenue, California avenue, Marshall boulevard, Kedzie and Homan avenues, Clifton Park, Lawndale, South 40th and 48th avenues. Seven and one-fourth miles.

**GARFIELD PARK LINE.**—Two red signals. From the Loop west to South 52d avenue. Stations at Franklin, Canal and Halsted streets, Centre avenue, Laflin street, Marshfield, Ogden, Hoyne, Western, California, Sacramento, Kedzie, St. Louis avenues and Douglas boulevard, South 40th, 42d, 45th, 48th

and 52d avenues. Six and one-half miles.

From Marshfield avenue, which is the transfer station for all the lines of the Metropolitan, from 12 m. to 5:40 p. m., trains to Loop leave every 7½ minutes; from 6:17 a. m. to 6:50 p. m., 1½ minutes. Trains upon all lines of the Metropolitan leave Loop every 5 minutes. Night trains every 30 minutes after 12.

**HUMBOLDT PARK AND NORTH AVENUE LINE.**—Red and green signals. From the Loop west on Van Buren street to Marshfield avenue, thence northwest to Robey street, west to Lawndale avenue. Stations at Franklin street, Canal street, Halsted street, Centre avenue, Laflin street, Marshfield avenue, Madison street, Lake street, Grand avenue, Division street, Robey street, Western avenue, California avenue, Humboldt boulevard, Kedzie avenue, Ballou street and Lawndale avenue. Six and one-fourth miles.

**LOGAN SQUARE AND MILWAUKEE AVENUE LINES.**—Red and white signals. From the Loop west on Van Buren street to Marshfield avenue, north on Paulina street to Milwaukee avenue and on Milwaukee avenue to Logan Square. Six and one-half miles. Stations: Franklin street, Canal street, Halsted street, Centre avenue, Laflin street, Marshfield avenue, Madison street, Lake street, Grand avenue, Chicago avenue, Division street, Robey street, Western avenue, California avenue and Logan square. Time to Loop from Logan Square, 24 minutes; round Loop, 14 minutes; between stations, 1 minute.

**THE NORTHWESTERN ELEVATED.**—Offices: 135 Adams street.

**Route.**—After running around the Loop, which runs on Lake street, Wabash avenue, Van Buren street and Fifth avenue, extends north on Fifth avenue, Wells street. Stations at Wells street (Northwestern Railroad Passenger Depot), Chicago avenue, Oak street, Division street, Schiller street, Sedgwick street, Larrabee street, Halsted street, Willow street, Cen-

ter street, Webster avenue, Fullerton avenue, Wrightwood avenue, Diversey boulevard, Wellington street, Belmont avenue, Clark street, Addison street, Grace street, Sheridan road, Buena Park, Wilson avenue, which is present terminus. Six and one-half miles. Service: Express and local every four minutes. Night trains every 24 minutes. The trains on express schedule make the run from the Loop to Wilson avenue in 18 minutes; locals consume 26 minutes and make all stops.

**RAVENSWOOD BRANCH.**—From Roscoe street west to West Ravenswood Park north to between Wilson and Leland avenues, west to Kimball avenue. Stations: Southport, Paulina, Addison, Lincoln, Irving Park boulevard, Montrose, Wilson (Ravenswood), Robey, Western, Rockwell, Francisco and Kedzie avenues.

**CHICAGO AND OAK PARK ELEVATED.**—(Formerly Lake Street Elevated)—Offices: 135 Adams street.

**Route.**—From the Loop on Lake street west to 52d avenue, where it runs to the surface and continues on South boulevard, in Oak Park, to Wisconsin avenue. Stations at Canal, Halsted, Morgan, Ann and Sheldon streets, Ashland avenue, Wood and Robey streets, Oakley, Campbell, California, Sacramento, Kedzie, Homan, Hamlin, 40th, 44th, 48th, 52d, Central, Prairie, Austin, Lombard, 64th, Oak Park and Wisconsin avenues. Local and express service.

**SOUTH SIDE ELEVATED RAILROAD COMPANY.**—Offices: 47 Congress street.

**JACKSON PARK LINE.**—From the Loop south and west to alley between State street and Wabash avenue, south to 40th street, east to alley between Prairie and Calumet avenue, south to 63d street, east to Stony Island avenue (Jackson Park). The stations are: Congress street, 12th street, 18th street, 22d street, 26th street, 29th street, 31st street, 33d street, 35th street, 39th street, Indiana avenue, 43d



street, 47th street, 51st street, 55th street, 58th street, 61st street, South Park avenue, Cottage Grove avenue, Lexington avenue, Madison avenue, Stony Island avenue, or, Jackson Park, the present terminal. Eight and one-fourth miles. Time to Jackson Park, 32 minutes. Trains every 3½ minutes. Night trains every 21 minutes from 12 o'clock.

**OLD CONGRESS STREET EXPRESS TRAINS.**—To Jackson Park, stopping at 12th street, and south of Indiana avenue, makes all stops. Trains run at short intervals in morning and evening rush hours.

**ENGLEWOOD LINE.**—Stations at State and 59th street, Wentworth avenue, 63d street, Parnell avenue and 63d street, Halsted and 63d streets, Centre avenue and 63d street, Loomis and 63d streets. Trains every 8 minutes. Express and local service.

**NORMAL PARK LINE.**—Stations at 65th street and Stewart avenue, 67th street and Stewart avenue, 69th street and Normal avenue. Trains every 8 minutes. Express and local.

**KENWOOD LINE.**—Stations at Grand boulevard and 40th street, Vincennes avenue and 40th street, Cottage Grove avenue and 41st street, Drexel boulevard and 41st street, Ellis avenue and 41st street, Lake avenue and 41st street, 42d street and Oakenwald avenue. Trains every 8 minutes. Express and local.

**Elevators, Grain.**—The grain elevators, now so monumental of Chicago's commerce, had reached, up to 1851, no more imposing ingenuity than that by which a mule was stationed on the roof of a warehouse, by whose traction the lift was effected. In the year named, the first steam elevator was erected. These, however, are to be taken rather in the mechanical sense, as the separate business of storing grain for the trade was of gradual and later development. At present the total capacity of Chicago's seventy-nine huge grain elevators is 58,675,000 bushels. The separate

capacity of these elevators is from 500,000 bushels (the smallest) to 2,000,000 (the largest). They are located in close proximity to the river and railroads, enabling vessels and cars to load and unload direct. These huge structures can scarcely be regarded as ornamental but they serve a most useful purpose—and to that purpose, as much, if not more than anything else, Chicago may attribute her marvelous growth. Some of the larger elevators cost \$500,000, and 12,000,000 feet of lumber was consumed in their construction. They are about 155 feet in height and as many in length. It requires 100 employees to run a grain elevator, and 1,000-horsepower engines, costing \$50,000, to drive the ponderous machinery. The "marine leg," a feature of these elevators, is a device ninety feet in length, vertical, consisting of an endless belt in a movable leg, to which belt are attached buckets capable of carrying eighteen pounds each. The elevator is carried on guides, and will lift sixty feet, taking grain from the hold of the largest vessel at the rate of 10,000 bushels an hour; with the "marine leg," vessels holding 50,000 bushels are unloaded in five hours. One of these elevators loaded a propeller with a cargo consisting of 95,000 bushels of corn in one hour and twenty-five minutes.

**Elgin.**—Elgin is 42.5 miles from Chicago, and has a population of 25,000. Many wealthy Chicagoans have their homes here. There are two public parks of considerable size and several smaller ones. Through its center flows the Fox River, to the west of which is a bluff of considerable height and on the summit lies a beautiful residence section.

**Elmhurst.**—Elmhurst is 16 miles from Chicago, and has a population of 1,728. The city has all modern conveniences, and the Elmhurst Golf Club links are first class. Elmhurst is growing rapidly and is one of the city's most important sub-



urbs. Many of the Chicago people have their homes there.

**Elmwood Cemetery — NON-SEC-TARIAN.**—This cemetery is situated just outside the city and east of the beautiful Des Plaines River and inside of the proposed outer belt park system. Comprises over 400 acres, being the largest of all Chicago's cemeteries. The soil is peculiarly adapted to cemetery purposes, and the deep surface loam produces that richness of verdure so essential to the beauty of the grounds, while the sandy and the gravelly subsoil assures absolute dryness of graves. In this respect Elmwood is unrivaled. Portions of Elmwood are covered with a fine native growth of trees, and where such growth was wanting the deficiency has been supplied by art. Extensive nurseries have been established on the grounds, and thousands of trees and shrubs have been set out to beautify the cemetery. The whole tract is high rolling land, sloping in a gentle declivity in the direction of the Des Plaines River, into which the private sewer system empties. The drainage is thus excellent, and with the splendid altitude and admirable environments all combine to make Elmwood the ideal burial ground. With its miles of macadamized driveways and avenues, beds and beautiful flowers, lakes, grand monuments, perfect water and drainage systems, Elmwood is destined to take foremost rank among the great cemeteries of the world. The completion of the contemplated great park system around Chicago, part of which will extend along the Des Plaines River, will greatly enhance its value and beauty.

Elmwood has three entrances: Grand avenue carriage entrance on the east, School street on the west, and the railroad entrance at River Grove station on the south, the station being situated at the entrance.

**Employment Agencies.**—There are a number of these useful bureaus in the city. Refer to the City

Directory or the want columns of the various newspapers for the names and locations.

**Erring Woman's Refuge.**—On Indiana avenue, between Fiftieth and Fifty-first streets. It can be reached by Indiana avenue car on the Wabash avenue electric line. This institution dates back to 1865. But it was not until 1890 that the present building, which cost \$60,000 and will accommodate 100 women, was opened to the public. The ground cost \$11,000. It is built of red brick and limestone, with all necessary conveniences and appurtenances. The third and fourth floors are devoted to dormitories and bathrooms. On the fourth floor are two lock-ups lined with corrugated iron. This is an improvement on the underground dungeon, for a refractory inmate would hesitate before flinging herself from the fourth story out of spite. This is considered one of the best managed institutions in the city. From 14 to 20 is the usual limit of ages of the inmates, and as a rule they are of the ignorant, hard-working class, to whom life has always been a harsh task-master. They come to the Refuge by various routes, a great many from the justice courts, although there is no law on the statute books which authorizes either commitment or reception by the Refuge. If they desire, a writ of habeas corpus will at any time release them. The aim of the management is to restore them to themselves and to teach them housework, plain sewing, and dress-making, the appeal being made to their moral and religious natures. From 10 a. m. to 4 p. m. daily are visiting hours.

**Evanston.**—Evanston is 12 miles from Chicago and has a population of 24,000. It is known for its clean streets, beautiful homes, fine shade trees and well kept lawns. Evanston is the first suburb north of Chicago, and extends about three miles north and south along the shore of Lake Michigan.

The Northwestern University is

located in Evanston, except its schools of law, dentistry, medicine, and pharmacy. At Chicago avenue and Church street, close to Davis street station, is the beautiful new postoffice, and one block east is the fine new public library, containing 50,000 volumes. A short distance south and east of Davis street station is a small park, about which are grouped four of the principal churches, and the home-like building of the Evanston Club. The Y. M. C. A. has a fine building, with billiard room, swimming tank, gymnasium, etc., on Orrington avenue, near Davis street. South of the University campus and half a mile along the lake shore is a beautiful park, with an ideal location.

**Exchanges.**—Architectural Iron League, 906 Chamber of Commerce building.

Board of Trade, La Salle and Jackson blvd.

Board of Trade Clearing House, La Salle street and Jackson blvd.

Builder's and Trader's Exchange, Chamber of Commerce building.

Chicago Butter and Egg Board, 28, 152 Lake street.

Chicago Feed Dealers' Association, 924 N. Halsted street.

Chicago Metal Trades Association, 1610, 59 Clark street.

Coal Exchange, 1638 Monadnock block.

Commercial Exchange, 802 Masonic Temple.

Flour Exchange of Chicago, 19, 154 Lake street.

Fruit & Vegetable Shippers' Exchange, Marine building, Lake and La Salle streets.

Live Stock Exchange, Exchange building, Stock Yards.

Lumber Dealers' Association of Chicago, 159 La Salle street.

Lumbermen's Association, 619, 138 Washington street.

National Butter League, 108 La Salle street.

Iron League of Chicago, 906 Chamber of Commerce building.

Open Board of Trade, 256 Clark street.

Open Board of Trade Clearing House, 3, 256 Clark street.

Produce Exchange, Marine building, Lake and La Salle streets.

Real Estate Board, 57 Dearborn street.

Stock Exchange, Chicago Stock Exchange building.

Union Stock Yards & Transit Co., Exchange building, Stock Yards.

**Excursions.**—The true Chicagoan is very fond of frequent outings in

the surrounding country, or upon the lake, and excursions of every kind are numerous throughout the summer. Several lake steamers are maintained for excursions to St. Joseph and other lake towns, while the railroads have an enormous business on Saturdays and Sundays. The palatial passenger steamers of the popular GRAHAM & MORTON LINE will be found at their wharf, 48 River street. Boats leave Chicago daily at 9:30 a. m. and 11:30 p. m. for all leading points on Lake Michigan. The trip to St. Joe, Benton Harbor and Holland, on either of the splendid steamers "City of Chicago," "City of Benton Harbor," "Puritan" and "Holland" is something to be remembered with genuine pleasure.

THE NORTHERN MICHIGAN TRANSPORTATION COMPANY, docks east end of Michigan street, is operating an elegant line of palatial steamers between Chicago and the beautiful Straits of Mackinac. Among the places of interest reached are Ludington, Manistee, Frankfort, Traverse City, Charlevoix, Petoskey, Mackinac Island and Sheboygan. A summer tour via this magnificent line of steamers is an enjoyment of a nature unsurpassed.

THE GOODRICH TRANSPORTATION COMPANY, passenger, and fast freight line to all points on Lake Michigan and Green Bay, office and dock foot of Michigan avenue, is entitled to great credit for the magnificent steamers which carry many thousand excursionists during the summer months. The boats of this line never lay up during any season of the year.

THE LAKE MICHIGAN AND LAKE SUPERIOR TRANSPORTATION COMPANY have a line of steamers making tri-weekly trips for Mackinac, Sault Ste. Marie and Duluth. Dock corner of Rush and North Water streets.

**Expense of City Growing.**—Under existing law the city authorities can issue bonds whenever they choose, provided a margin of bond-issuing power remains at their dis-

posal. As the municipal government staggers on, its burdens continually increasing and its revenues continually falling short of its expenses, it supports itself in part with bond issues whenever the sinking fund drains somewhat the brimming morass of bonded indebtedness.

How great has been the increase in the city's expenses during the last few years. The total has risen from \$11,707,000 to \$23,016,000 within a decade. The sum expended for salaries by the city has increased enormously. Proceeds of bond issues, it is asserted, have been utilized in part to pay current expenses. It is, of course, a sound principle of finance that all money for pay rolls and other expenses that bring no permanent benefit should come from a city's annual revenues and not from bond issues.

**Exploitation of Immigrant Children.**—The enforcement of the present provisions of the Illinois Child Labor Law with those of the Compulsory Education Law were acting as a steady deterrent against the importation of immigrant children, a constant stream of whom have for many years been sent over to their countrymen that their labor might be exploited. The importation of these children, whether to indifferent relatives or to padrones, is being permanently checked as the news reaches the old country that they cannot go to work until they have been to school long enough to learn to read and write.

**Exports from Chicago.**—The exports of canned beef for the fiscal year ended June 30, 1908, aggregated 15,809,826 pounds, of which 11,087,891 pounds, valued at \$1,134,672, were sent to Europe.

Our exports of beef, salted or pickled, aggregated 62,645,281 pounds, of which 39,333,029 pounds were exported to Europe.

Our exports of tallow aggregated 127,857,739 pounds, of which 119,161,438 pounds were shipped to European markets.

Of bacon, we exported 250,418,-

699 pounds, valued at \$26,470,972, of which 238,349,226 pounds were shipped to European markets.

Our exports of hams aggregated 209,481,496 pounds, valued at \$23,698,207, of which 195,610,643 pounds were consigned to European markets.

Of lard, our exports aggregated 627,559,760 pounds, valued at \$57,497,980, of which 437,772,320 pounds were sold in the chief markets of Europe.

Our exports of wheat flour for the year, aggregated 15,584,667 barrels, valued at \$62,175,397, of which 7,927,215 bushels were shipped to Europe, 4,241,389 bushels to Asia, and 2,080,314 bushels to Africa.

Our exports of wheat aggregated 76,569,423 bushels, valued at \$60,214,388, of which 68,267,186 bushels, valued at \$53,855,927, were shipped to Europe, 3,508,696 bushels to Asia, and 2,080,314 bushels to Africa.

Our exports of corn aggregated 83,300,708 bushels, valued at \$44,262,816, of which 67,339,302 bushels, valued at \$35,529,936, were shipped to Europe.

**Express Business.**—No matter where you live there's an express office somewhere in reach of you in case you have need for its services. It is about as nearly important as is the United States postoffice. In fact, in the money order business it is a competitor of the postoffice department, and in this respect I would get sore if I were a postmaster general in reading the advertisements of some of these companies, which declare they have the "safest system in the world" in money orders. Above the four pounds prescribed weight for domestic parcels post, too, the express company is a competitor, but the postoffice department never has seemed to care particularly about the parcels business.

To the average man in reach of his nearby express office, however, it is doubtful if he knows how many uses he may make of the



company agent representing it, with his office, perhaps in the local railway station.

The city man knows he can pay gas and electric light bills there; they will send him a money order; they will bring him an express package a thousand miles and collect for it, or carry a package for him another thousand miles and accept his prepaid charges on it.

But this a little more than a beginning of what it will do for him. Does he know that if any town or city where the company has an agent, the company will send to any store in town or city, buy a bill of goods for him, according to his directions, and deliver his purchases to him on express time schedules? If at some distant point he desires to file a legal document the express company will receipt for it, file it, and return receipt for it.

That person who from a distance visits a city, gets hard up, and pawns articles of value in order to get home again on the proceeds, may use the express company later to redeem the goods and return them. He may buy letters of credit of the company, payable in any of the capitals of Europe in European money, and may exchange United States money for the currency of any particular realm of that continent; or, returning, he may ask of it to enter any import at any port, paying the duties for him or shipping it home to him in bond. In short, the express company, through its wide reaching agencies, will transact virtually any legitimate business for him, the company acting as his agent.

But according to the history of the express business in its beginning, all these are no more than could be expected of the express companies of the country.

How this business of the express companies has grown is shown in the 1907 report of the bureau of labor. Looking no further back than the census of 1890, when there were only eighteen companies in the country, the num-

ber has increased to thirty-four companies, with a total mileage of 235,903 by steam railroads, electric lines, steamboat and stage. In this year 1907 the official figures of the express companies in general showed enormous increase in seventeen years:

Number of express companies, 34.  
 Mileage operated over all lines, 235,903.

Value of equipment and fixtures, \$9,641,443.

Number of employes, 79,284.

Expenditures, \$115,033,204.

Receipts, \$128,117,176.

Number of money orders issued, 14,014,960.

Looking at this tabulation as compared with the figures of seventeen years ago, the most significant facts are shown in the percentage of increase in the number of companies operating, the mileage over water lines, the number of employes, and the number of money orders issued.

**Express Companies.**—Adams Express Company, 63 Washington st, 1252 Milwaukee av, 823 Root st, 626 W. 63d st, 850 W. Madison st, 1726 N. Clark st, 4310 Cottage Grove av, 9204 Commercial av.

American Express Company, 76 Monroe st, 271 35th st, 4108 S. Halsted st, 532 W. 63d st, 534 E. 63d st, C. & N. Depot, 968 W. Madison st, 851 Clybourn av.

Pacific Express Company, 307 Dearborn st, 852 W. Madison st, 320 Dearborn st.

United States Express Company, 87 Washington st, R. I. and L. S. Depot, 9145 Commercial av, 44 Fullerton av, 849 W. 42d st, 954 W. Madison st, 240 31st st, B. & O. Depot, C. & A. Depot, C., M. & St. P. Depot.

Wells-Fargo & Co. Express Company, 112 Dearborn st, 538 W. 63d st, Polk St. Depot, 852 W. Madison st, 1248 Milwaukee av.

National Express Company, 189 La Salle st.

Northern Express Company, 131 La Salle st.

Northern Pacific Express Company, 189 La Salle st.

Brennan's Special Parcel Delivery, 58 Plymouth ct.

Brink's Express, 84 Washington st.  
 Parmelee's Omnibus and Baggage, 132 Adams st.

**Eye and Ear Infirmary, The Chicago.**—Is located at 206 East Washington street. Advice and



medicine are furnished free of cost to the poor afflicted with diseases of the eye and ear.

**Factory Inspection.**—By an act of the Legislature in force July 1, 1893, the Governor appoints a factory inspector, an assistant inspector and ten deputy inspectors, five of them women, to investigate manufacturing establishments, particularly with a view to their sanitary condition and the enforcement of the law against the employment of children under 14 years of age. They also see that the provisions against "sweatshops" or factories in living and sleeping apartments are carried out. The term of the factory inspector is four years; his assistant and the deputies hold office during good behavior.

The Chicago office of the factory inspector is at Room 1101 No. 188 Madison street.

**Facts About Chicago.**—Chicago is destined to be the first city of America; is the largest hog market in the world; is the largest cattle market in the world; is the largest lumber market in the world; is the greatest grain market in the world; is the greatest stove market in the world; is the largest packing center in the world; is the greatest railway center in the world; Chicago has the largest stock yards in the world; has the finest hotel buildings in the world; has the largest office buildings in the world; has a greater area than any city in America; has the greatest elevator capacity in the world; has the largest agricultural implement manufactory in the world; has the largest commercial building in the world; has the greatest retail dry goods house in the world; has the largest cold storage building in the world; has the largest library circulation in the United States; has the largest percentage of bank reserves in America; has the most complete water system in the world.

**Fair Sex.**—Nowhere in all the world has the intermingling of the strength, beauty, and intellect of the nations of the earth produced so perfect an ensemble as in the ladies of Chicago. They excel all their sisters in the fairness of their features, the perfection of their forms, and the vigor of their mental operations. In the cosmopolitan city of Chicago we have representatives of every race under the sun, and in the Chicago woman we have the perfected type of the whole. Notwithstanding slurs of envious neighboring cities, the Chicagoenne is refined, dainty, and high-minded; as tasteful in her dress and appearance as a Parisienne. She is a quick-witted and brilliant conversationalist, an unequaled hostess; and, above all, a loyal wife and tender mother. She is first at the bedside of the sick and in comforting the distressed. She can also assist her husband in his business.

**Farming Machinery.**—The manufacture of farming implements and machinery in Chicago approximates \$50,000,000 annually, and in this respect Chicago long has led any other manufacturing city on the continent. The latest implements known to the science of husbandry are manufactured here in limitless supply and the market for the product reaches to every quarter of the globe. Hundreds of jobbers and wholesalers handle farming machinery and the annual trade transacted reaches into many millions each year. The market is specialized so that retailers in all parts of the country may secure just what they want immediately and in any amount desired.

Every style of machine required in the world of industry may be found in Chicago stocks. The making of elevating and conveying machinery especially has risen to a high plane and scores of machine shops are engaged in this branch of the industry. The value of the machinery manufactured in Chicago annually reaches \$30,000,000, while the products of the foundries

exceed \$70,000,000. In these workshops are produced railway supplies of every description, engineers' supplies, pneumatic tools, etc.

**Federal Offices.**—Appraiser's office, Harrison and Sherman streets.  
Army Headquarters, New Post Office.

Barge Office, 2 River street.  
Circuit Court, New Post Office.  
Civil Service Examiners, 41 Post Office bldg.

Customs Department, New Post Office.

Department Commerce and Labor, New Post Office.

Department of the Interior, New Post Office.

District Attorney's Office, New Post Office.

District Court, New Post Office.

Engineer's Office—1637 Indiana avenue.

Fort Sheridan—Twenty-four miles

Jackson Park, the exposition site. The founding of an institution of this character in Chicago was made by the gift of \$1,000,000 by Marshall Field, who on his death bequeathed the institution a further \$8,000,000, \$4,000,000 for the erection of a permanent building and \$4,000,000 for endowment. Other individuals have donated \$500,000, and there is an annual income from other sources than endowment of about \$25,000. The citizens of Chicago have confirmed legislative provision for the levy of a tax for the maintenance of the museum when the new building shall have been erected, which it is estimated will produce approximately \$100,000 per annum.



THE FIELD MUSEUM, JACKSON PARK, CHICAGO.

north of Chicago, on C. & N. W. Ry.  
Hydrographic Office, New Post Office.

Internal Revenue Department, New Post Office.

Lighthouse Department, New Post Office.

Life Saving Department, New Post Office.

Marine Hospital, Clarendon and Graceland avenues and 9204 Commercial avenue, New Post Office.

Marshal's Office, New Post Office.

Naval Office, New Post Office.

Pension Agency, New Post Office.

New Post Office, Adams, Dearborn, Jackson and Clark streets.

Recruiting Office, U. S. N., New Post Office.

Secret Service, New Post Office.

Sub-Treasury, New Post Office.

Weather Bureau, New Post Office.

**Field Museum.**—The Field Museum of Natural History was established in 1894 at the close of the World's Columbian Exposition of 1893; occupies the temporary building erected for fine arts in

The museum is incorporated under staté law and the administrative control rests in a board of trustees, with president, secretary, etc. The executive of the museum is the director, under whom there are four head curators, with divisional assistant curators, preparators, etc. The entire museum records, the accessions system, the historical files, publications and supplies are in charge of a recorder.

The nucleus of the exhibition material was gathered by gift and purchase at the World's Columbian Exposition. Most of this material has been rearranged, readapted or discarded. Several departments created at the organization have been abandoned, until after the lapse of eleven years and the expenditure of over \$2,000,000, the



NEW RETAIL STORE OF MARSHALL FIELD & COMPANY.  
(Located at Washington, State, and Randolph Streets.)



museum is now divided into four departments — zoology, geology, botany and anthropology. Many expeditions for the purpose of obtaining study, exhibition and exchange material and data have been dispatched to all parts of North America and to different countries. Two courses of free lectures are given annually. The museum has a working library of about 50,000 titles, an extensive exchange system, a herbarium of 260,000 sheets, study collections in mammals and birds reaching many thousand specimens; a large two-story taxidermy section, a well-equipped printing shop, illustration studies and assaying rooms. In North American ethnology, in economic botany, and in the world's mineralogy the museum is prominent. The present main building covers nine acres and is open to the public on all days except Christmas and Thanksgiving. A fee of 25 cents is charged except on Saturdays and Sundays, when admission is free to all. Scholars, students and teachers are admitted free at all times.

### Fire Department.—

	Data.
Uniform firemen.....	1,780
Not uniform .....	200
Engine companies.....	117
Hook and ladder Cos..	34
Chemical engine Cos..	15
Fire boats.....	4
Horses .....	700
Hose, feet.....	300,000
Hose, miles .....	60
Fire engines .....	117
Hook & ladder trucks.	34
Expense, 1909.....	\$5,060,000.00
Salaries .....	3,300,000.00
35 new engine houses.	2,000,000.00
Average fire alarms for year .....	10,000
Average loss per fire..	\$629.00
Area guarded by department, square miles	196
Average yearly property loss by fire.....	\$4,000,000.00
Fire alarm boxes.....	2,000
Fire Apparatus—Cost.	
Fire boats .....	\$ 160,000.00
Water towers .....	9,500.00

Steam engines .....	\$ 415,000
Chemical fire engines..	18,000.00
Chemical engines and hose carts combined.	8,000.00
Steam heaters .....	10,000.00
Hook & ladder trucks.	54,500.00
4-wheeled hose carts..	19,500.00
Hose wagons .....	16,000.00
Supply wagons .....	1,000.00
Fuel wagons .....	2,500.00
Fire marshal's wagons	7,500.00
Chemical extinguishers and portable pumps.	824.00
Siamese connections..	4,600.00
Horses .....	47,957.50
Relief valves.....	7,400.00
Hose .....	137,204.30
Tools and machinery, repair shop .....	12,525.00
Stock and supplies, repair shop .....	6,775.00
Engine patterns .....	2,300.00
Furniture, bed and bedding .....	45,492.74
Harness, horse blankets and stable furniture.	10,166.00
Stationery and office supplies .....	1,000.00
Steam heating apparatus .....	12,820.00
Hose pipes, nozzles, ladders, rope, etc....	10,000.00
Deparm't badges, caps, devices and buttons.	1,500.00
Miscell'n'ous supplies, store room .....	410.00

Total equipment fire department .....\$1,022,475.34  
Real estate ..... 1,000,000.00

Grand total .....\$2,022,475.34

### Salaries—

Fire marshal and chief of brigade .....	\$6,000
First assistant fire marshal..	4,500
Second assistant fire marshal.	4,000
Third assistant .....	3,200
Secretary .....	2,400
Fire department attorney....	2,750
Chief of battalion.....	2,750
Captains, first class.....	1,650
Captains, second class.....	1,450
Lieutenants, first class.....	1,290
Lieutenants, second class....	1,200
Engineers, first class.....	1,380
Engineers, second class.....	1,260
Asst. engineers, first class...	1,150

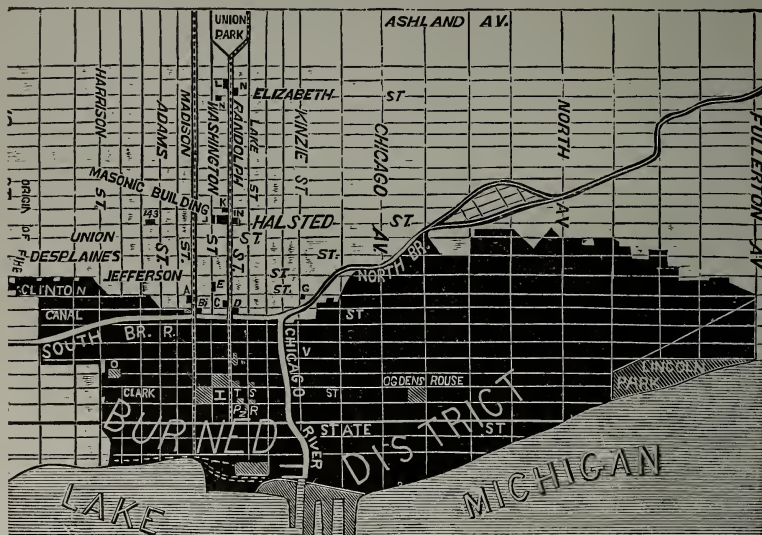


Asst. engineers, second class.	\$1,050
Pipemen, truckmen and drivers, first class.....	1,134
Pipemen, truckmen and drivers, second class.....	1,050
Pipemen, truckmen and drivers, third class.....	960
Pipemen, truckmen and drivers, fourth class.....	840
Pilots .....	1,300
Candidates .....	800
Stokers .....	1,080
Watchmen .....	800
Hostlers .....	900
Chief clerk .....	2,000

Operators .....	\$1,700
Assistant operators .....	1,400

**Fire Limits.**—Belmont avenue on the north to Seventy-fifth street on the south, and from Lake Michigan on the east to South Fifty-second avenue on the west.

**Fire Loss of 1871.**—The total area of the burned district was 2,124 acres, or nearly three and one-third square miles. The total number of buildings destroyed was 17,500. The entire district, now known as "within the loop," was



PLAN SHOWING BURNED DISTRICT AFTER THE FIRE OF 1871.

Storekeeper .....	1,800
Clerk and stenographer.....	1,200
Superintendent of horses (including medicine) .....	2,400
Superintendent of machinery	1,500
Fire Alarm Telegraph—Main of fice—	
Chief operator .....	\$4,000
Chief construction.....	2,500
Operators .....	1,700
Assistant operators.....	1,400
Repairer .....	1,100
Chief electrical repair shop..	1,800
Branch offices—	
Assistant chief operator.....	\$1,800

laid in ashes. It contained a majority of the finest buildings in Chicago of that day, all of them filled with valuable merchandise and other property. In this division there were burned 1,600 stores, twenty-eight hotels, sixty manufacturing plants and the homes of more than 22,000 people. On the north side 600 stores, 100 manufacturing plants of every description and 13,000 dwellings were burned. On the west side, where the fire started, a district of 194 acres was swept by the flames, de-

stroying 500 buildings and rendering 2,500 working people homeless.

The losses aggregated a grand total of \$196,000,000. The losses on buildings amounted to \$53,080,000; on produce, \$78,700,000; on personal property, \$58,710,000; miscellaneous losses, \$378,000. The municipal losses included the City Hall, bridges, water works, mains, sewers, etc., and reached a total of \$2,415,180. Of the church losses, the Catholics suffered to the extent of \$1,350,000; the Methodists, \$355,000; Baptists, \$80,000; Episcopalians, \$337,500; Presbyterians, \$465,000; Unitarians, \$175,00; Jewish synagogues, \$55,000.

**First Baptist Church.**—This is one of the oldest church organizations in Chicago, dating back to October 19, 1833, when the Rev. Allen B. Freeman, who was its first pastor, organized it with only fifteen members. The edifice occupied by the congregation of this church today is one of the handsomest pieces of church architecture in the city. The church is located on South Park avenue, corner Thirty-first street.

**First Methodist Episcopal Church** would be a very difficult one to find, if the stranger who desired to attend services started out to look for the usual style of building indicating a church edifice. In 1857 the congregation erected a business block in the very heart of the city, Clark and Washington streets, devoting the ground floors to stores from which they receive a handsome revenue, and using the upper portion as their church, except a small part devoted to offices, which brings them an additional good revenue.

**First National Bank Building.**—Located on Dearborn and Monroe streets. This magnificent centrally located office building has a frontage of 192 feet on Dearborn street and 232 feet on Monroe street. It rises to a height of seventeen stories, covering an area of 44,544 square feet. All offices

are entirely light and up-to-date in every way. Seventeen elevators are in service.

**First School System.**—A permanent school system was established in 1840. Five years later the Dearborn school building was erected on Madison street, opposite McVicker's Theater. In 1850 the teaching force consisted of eighteen teachers, with an enrollment of 1,919 pupils. In 1871 there were 572 teachers, with forty-one school buildings and eleven other buildings on leased ground. At the same time there were 192 parishes, or separate religious communities, all but thirty-six of which had church buildings. Among them were twenty-five Catholic parishes, with twelve convents and numerous parochial schools. There were also five Jewish synagogues. The value of all church property at the time of the great fire of 1871 was \$10,350,000.

**First Waterworks.**—The Chicago Hydraulic Company, the forerunner of Chicago's great waterworks system, began operations in 1840, and two years later had a pumping station in operation at Lake street and Michigan avenue. Wooden pipes were laid in the streets, and in 1850 nine and one-quarter miles of pipe had been laid.

**Fisher Building.**—The Fisher Building is located at Van Buren and Dearborn streets. The Fisher Building has about as many offices as any other building in Chicago, and a large number of the big coal companies have their offices here. The building is twenty stories high.

**Fishing.**—Good angling is almost restricted to the lake, where about the only fish to be caught is the yellow perch. Within easy distance, however, are many rivers abounding in finny prey, and fishing excursions are quite numerous.

**Five-Year Comparison of City Budget and Expenditure.**—

	Appropriation.	Expenses.
1909	.... \$45,702,316	.....
1908	.... 51,193,634	\$40,333,854
1907	.... 49,447,783	45,322,386

1906 .....\$40,193,291      \$39,340,389  
 1905 ..... 36,782,270      34,891,449

**Flowers.**—Street venders of flowers are to be found located at prominent and frequented spots along State street, Wabash, Michigan, and other avenues.

In summer, when flowers are plentiful, and consequently low-priced, children with a board full of nosegays and boutonnières infest the street corners, vending their wares for five cents a bunch. In winter, however, the price of boutonnières is increased to ten cents. Florists' establishments are to be found in numbers in the principal South Side business districts. Most of the florists act as middlemen, purchasing their flowers from the growers and arranging them in order. The price of flowers varies very much with the seasons, being as a rule cheaper in June and most expensive at holiday time, when the demand is greatest. Bouquets command an average price from \$3 upward, and baskets from \$5 upward. Window gardening has been increasing in popularity during the last few years, and the result is a vast improvement in the general appearance of the city. Window boxes full of bright, fresh green, relieved by bits of color, now flourish in front of the principal hotels and restaurants as well as many private houses. The prettiest boxes are those made of tiles set in a frame of dark wood, which may be had at very reasonable prices. Frequently plants can be purchased at the Haymarket (which see).

**Foreign Consuls.**—Argentine Republic, 120 Michigan avenue, Consul, Eduardo Oldendorf.

Austria-Hungary, 816, 184 La Salle street, Consul-General, Alexander de Nuber.

Belgium, 506, 217 La Salle street, Consul, Charles Henrotin.

Bolivia, 1502, 181 La Salle street, Consul, Frederick W. Harnwell.

Brazil, 206, 19 Wabash avenue, Consul, Stuart R. Alexander.

Chile, 57 Twenty-second street, Consul, M. J. Steffens.

Costa Rica, 188 Madison street, Consul, Berthold Singer.

Cuba, 504, 188 Madison street, Consul, Louis F. Vallin.

Denmark, 407, 59 Dearborn street, Consul, George Beek.

Dominican Republic, 832, 204 Dearborn street, Consul, Frederick W. Job.

Ecuador, Fourth floor, 169 Adams street, Consul, Louis J. Millet.

France, 1511, 59 Clark street, Consul, Baron Houssin de St. Laurent.

German Empire, 1405, 206 La Salle street, Acting Consul, P. F. Roh.

Great Britain, 605 Pullman Building, Acting Consul-General, Thomas Erskin.

Greece, 24, 69 Dearborn street, Consul, Nicholas Salopolos.

Guatemala, 1209, 138 Washington street, Consul, Alfred C. Garcia.

Italy, fourth floor, Commercial National Bank Building, N. E. Cor. Adams and Clark streets. Consul, Chevalier Guide Sabetta.

Japan, 705 Chamber of Commerce, Consul, Kazuo Matsubara.

Mexico, 1645, 84 Van Buren street, Consul, Augustin Piña.

Netherlands, 85 Washington St., Consul-General, George Birkoff, Jr.

Nicaragua, 188 Madison street, Consul, Berthold Singer.

Norway, 1320, 108 La Salle street, Consul, Frederick Herman Gade.

Ottoman Empire, 506, 217 La Salle street, Consul-General, Charles Henrotin.

Panama, 14, 86 Washington street, Consul, C. Gilbert Wheeler.

Persia, 519 South Canal street, Consul-General, R. T. Crane, Jr.

Peru, 225, 205 La Salle street, Consul, W. M. L. Fiske.

Portugal, 419, 203 Michigan avenue, Consul, Count Santa Eulalia.

Russia, 51 Lincoln Park boulevard, Consul, Baron Shilling.

Siam, Auditorium, Consul, Milward Adams.

Spain, 188 Madison street, Consul, Berthold Singer.

Sweden, 142 Washington street, Consul, John R. Lindgren.

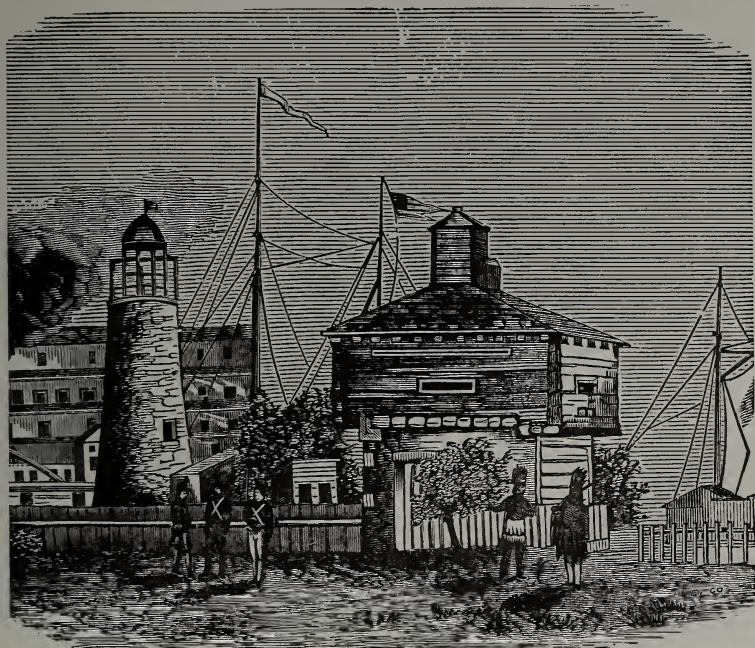


Switzerland, 172 Washington street, Consul, Arnold Holinger.

Uruguay Republic, 1614, 79 Dearborn street, Consul, John Moffitt.

**Forest Home Cemetery** is located about nine miles west of the City Hall, on Madison street, on the bank of the Des Plaines River. It contains eighty acres, and was once a pleasure resort park. It is beautifully situated and laid out

**Fort Dearborn.**—An irregular shaped pyramid of hewn logs, covered with a gray coating of dust and festooned with cobwebs, piled beneath a frame shed in Jackson Park, is all that remains of the oldest and most historic house in Chicago. The rough square timbers, with the marks of the pioneer woodman's ax yet upon them, once made the officers' quarters of old



FORT DEARBORN.

with exceptional taste. This cemetery joins Concordia Cemetery, and the interments in both now number about 20,000. Take train at the Grand Central depot via the Chicago & Northern Pacific Railroad.

**Forest Park.**—Forest Park is located on the corner Des Plaines avenue and West Harrison street. Take Garfield Park elevated. Twelfth street or Chicago avenue surface cars.

Fort Dearborn. The trees from which they were hewn grew along the North Shore, where now stand the palatial residences of some of Chicago's wealthiest citizens. The house was built in 1816. The beeches, and poplars, and oaks which composed its walls were chopped down and hewn into beams eight inches square by the gallant troopers of Company F, Third United States Infantry, Captain Hezekiah Bradley command-



ing. The stockades—thick, heavy, pointed wooden palings—had been set round about the new fort. The block-house, with its quaint, overhanging upper story and windows that served also for port-holes, was completed and stored with provisions against a siege by the murderous Foxes and Pottawatomies. The barracks and officers' quarters were prepared and fitted up with such furniture as the wild prairie camp afforded. This was the second Fort Dearborn. The first had been burned by the Indians after the awful massacre of 1812, when half the garrison and all the non-combatants, including women and children, were murdered on the Lake Front at a point about where Twelfth street now is. There, amid the tangled swamp-grass and the bushes, half buried in the sand drifts, the bodies or rather bones, of the massacred lay till Captain Bradley and his men came thither in 1816 and gave the remains decent burial. The fort was the center of the social life of the settlement in those days, and the officers' quarters were the focus, so to speak, of the fort. Many a pleasant evening was passed within the walls formed by the pile of logs now awaiting architectural resurrection in Jackson Park. The guests were men and women whose names have become historical in Chicago. Jean Baptiste Beaubien and his sons and daughters, John Kinzie and his family, Jonas Clybourn, Dr. Van Voorhis, Gordon I. Hubbard, Antoine Dechamps, Antoine Quillette, and others of Chicago's first families.

**Fort Sheridan.**—The labor troubles of 1886-7, which resulted in many disturbances and several riots, caused many of Chicago's prominent citizens to petition the general government to establish a military post near the city. It was desirable to have a sufficient force which could be summoned in case of emergency. The result of the movement in Chicago was the purchase of 500 acres of land located

on the Milwaukee division of the Chicago & Northwestern Railway, twenty-five miles north of the city. This splendid tract of valuable land was paid for by voluntary subscriptions and presented to the national government on condition that a permanent military post be established on it. The government accepted this proposition, a provisional camp was erected within a few weeks, and two companies of the Sixth Infantry were stationed there. Since then a number of permanent buildings, officers' quarters, barracks, guard house, mess house, stables, etc., have been erected. Aside from the companies of regular soldiers, the band of the Fifteenth Regiment is located there. About 800 soldiers are stationed permanently at the fort, the garrison being mostly infantry. The work is now progressing very favorably. The immediate proximity of Lake Michigan, as well as the topographical features of the site, make it one of the most desirable forts in America. It will amply repay a visit.

**Fortune in Lost Articles.**—If a man could find everything that is lost in Chicago for a whole month he need do nothing for the rest of his life but make faces at the banks.

Records at the lost article departments of the Chicago Railways Company and the department stores show that the value of the articles turned into these places alone amounts to \$500,000 annually. Owing to dishonesty or stretchable honesty of the finders of lost articles, the recorded finds represent only a small proportion of the total. The articles which are received at the lost and found bureau are those which have sifted through the clutches of moral bankrupts, the believers in justifiable dishonesty and the person who says: "Well I might just as well have it as that street car conductor."

There is a popular conviction that anything left unguarded in a

public place is legitimate prey for the first comer. There are lots of people who would not think of keeping lost property if they knew who the owner was but they are content to remain in cheerful ignorance on the subject. They would hasten to return the property to its original owner if they only knew who that was. But they forget to read the lost ads in the newspapers. The lost and found bureaus have ten inquiries for lost goods to every "found" report.

The found articles which are received range in value everywhere from a child's rattle to a well filled purse or a diamond ring. In the department stores bundles of dress are the most commonly found. On the street cars there are more umbrellas abandoned by their owners than anything else. An average day's crop of lost umbrellas on the Chicago cars is fifty. On a rainy day it is not unusual to have 500 umbrellas taken to the lost and found departments.

Each car barn has its own lost and found department. At the end of the day all of the conductors take the articles lost on their car to the office at the car barn where their day ends. The clerk gives them receipts for them and puts a tag on each article stating what car it was found on and on what date, also the name and number of the finder. If it is not called for within three months the conductor presents his receipt and claims the parcel. Unclaimed foundlings form a welcome addition to the conductor's salary.

**Foundlings' Home** is on Wood street south of Madison street and is a handsome and conveniently arranged structure. It is supported by voluntary contributions and many of the little ones find permanent homes in respectable families.

**Free Lunch.**—In the pinch of cold weather and of hard times the Chicago saloonkeeper in the poorer districts of the city becomes at once a volunteer advocate of the

particular statue in so many states requiring that tables, chairs, benches, stools, and the free lunch—especially the free lunch—shall be banished from every licensed saloon.

For the free lunch in these sections of the city is like to a drop of molasses on a summer screen attracting flies. The decent workingman in the neighborhood never did depend for his noon meal on the free lunch; he paid fifteen cents for his luncheon and his glass of beer on the side. To the extent that winter and a slacking of labor pinch him, he "cut out" the saloon altogether, or if in flush times he had been buying fifteen-cent drinks, he put up with a five-cent "largest on earth" and let it go at that.

But in this winter season that always has affected the trade of the neighborhood saloon of the decent type, the swarming tramp and hobo conspire to make the average saloon man look upon the free lunch table and his chairs and stools as a worse tax than the \$1,000 license which is put upon him.

"If you want to reform the saloon evil in Chicago, cut out the free lunch everywhere," is the present opinion of the small saloonkeeper.

**Free Public Baths.**—During the year 1908, the fourteen public baths have been well patronized, showing an increase over the number of baths given in the preceeding year.

Some changes of construction have been made in the baths erected during the year, in providing both open and closed showers; features which have added to the capacity of the baths and in that way increased their usefulness to the communities in which they are situated.

There is no question of the growing popularity of these public utilities, nor of the important part they play as a factor in community life and health.

Total number bathed, 1908, 865,834; 1907, 709,826. Males, men,

1908, 533,594; 1907, 386,973; boys, 1908, 170,842; 1907, 173,152; females, women, 1908, 71,380; 1907, 59,453; girls, 1908, 90,018; 1907, 90,248.

Total free public bath houses in service, 1908, 14; 1907, 13.

Cost of service during year, 1908, \$52,956.71; 1907, \$53,091.19.

Average cost each bath given, 1908, 6.1 cents; 1907, 7.5 cents.

Following are the principal free public baths:

Carter H. Harrison, 192 Mather street.

Martin B. Madden, 3825 Wentworth avenue.

William Mavor, 1647 Gross avenue.

Robert A. Waller, 80 South Peoria street.

Kosciusko, 703 Holt street.

John Wentworth, 2838 South Halsted street.

William B. Ogden, 3646 Emerald avenue.

Theodore T. Gurney, 247 West Chicago avenue.

Joseph Medill, 759 Grand avenue.

De Witt C. Cregier, 193 Gault court.

Thomas Gahan, 4226 Wallace street.

Free baths are given at the Fourteenth and Twenty-third streets pumping stations and at several lake beaches, but special buildings have not been provided at these points. The Carter H. Harrison bath, which was opened in January, 1894, is said to have been the first free public bath in the United States, if not in the world.

**Furniture.** — Chicago, beyond doubt or question, is the leading city of the nation in the number and variety of her furniture manufacturing, and also in the amount both used here and shipped abroad. Twenty or more large factories, employing a host of workmen, are kept busy in turning out every variety of furniture imaginable, while over five hundred stores, wholesale and retail, dispose of the product. The skill of the Chicago manufacturers is so well recognized that

many neighboring cities and towns in the lumber districts send their raw material here to be finished and upholstered, and very probably to be shipped back again for sale. Chicagoans when furnishing a house are satisfied with nothing short of the best and latest styles, and the plain straight-backed chairs, bedsteads and sofas of our ancestors have given place to a luxuriance in make and finish that would have startled ancient Rome. The furniture business in Chicago is in fact one of the most profitable of all branches of trade.

**Garbage.**—Chicago is no longer under the necessity of apologizing because of its antiquated method of disposing of garbage, as a garbage reduction plant, located at Thirty-ninth and Iron streets, is now in operation.

During the past year there were hauled 45,577 loads (162,606 cubic yards) or 81,308 tons of pure garbage; 55,900 $\frac{1}{4}$  tons were hauled to the reduction plant and 25,407 $\frac{3}{4}$  tons to city dumps. During the same period 245,930 loads, or 1,228,665 cubic yards, of ashes and rubbish were hauled to city dumps at a total cost of \$684,327.37.

**Garfield Park.**—The new conservatory, for which plans and specifications were prepared and contract was awarded during the latter part of the year 1906, is fast nearing completion. The conservatory proper is located near the main boulevard, where the transportation facilities for reaching it from all points are most excellent. The conservatory consists of a palm house, aquatic house, show house, New Holland house, conifer house and economic house, with an imposing entrance at the front and a large vestibule at the rear.

Many rare and beautiful specimens of plants and flowers have been secured and the collections, when completed, will be of great botanical interest and educational value.

The range of eleven propagating



houses, which has been built adjoining the conservatory, containing approximately 30,000 feet of floor space, together with a large potting shed, consists of buildings which are models of their kind. All of the plant tables and the moisture-producing tanks are constructed of reinforced concrete, being unique in construction, indestructible, and, therefore, very serviceable.

The new pavilion, boat landing and refectory building, which was opened early in the summer, represents all that is best in modern park architecture, great care being taken to provide a building adapted to the needs of the public as well as being artistically designed. The boat landing has been enclosed for the winter and serves as a warming room for skaters.

South of Madison street, and crossing the water courts, gorgeous flower gardens have been created, bordered on two sides with flowering shrubbery and plants, with a garden hall at the eastern entrance, and at the west an appropriate garden gate with ornamental seats extending the entire width of the garden.

The main east gateway at the Washington boulevard entrance has been completed. It is in harmony in artistic design with the surrounding park improvement and adds dignity and grace to the park entrance.

#### **Garnishment Law of Illinois.—**

Section 14 of the act as amended in 1807 and 1901 declares: "The wages for services of a wage earner who is the head of a family and residing with the same, to the amount of fifteen dollars per week, shall be exempt from garnishment. All above the sum of fifteen dollars per week shall be liable to garnishment."

Employers are obliged to pay wages amounting to fifteen dollars or less, notwithstanding the service of a writ of garnishment, providing the person to whom wages are due makes affidavit that he is

the head of a family and is living with the same.

**Gary.**—Gary, Ind., is 26 miles from Chicago and has a population of some 5,000. The city is being built for a population of 300,000, and many fine buildings are to be found there. The streets run through the entire length of the city with a uniform numbering system. The United States Steel Corporation has expended \$90,000,000 in building the town and its plant at that point. It appears that Gary will become the center of steel manufacture in the United States.

**Gas.**—Gas is supplied to the City of Chicago by the People's Gas Light and Coke Company. Ever since the company started in business the price of gas has been steadily reduced from time to time, until at present it is supplied to 426,000 customers at 85 cents per thousand feet.

All gas bills are payable at any one of many convenient stations established by the company in every neighborhood in the city.

Chicago gas is extensively and effectively used as illuminant in houses, stores, factories and also for street and outdoor lighting of all kinds. It is also an ideal fuel for cooking and heating and is used for that purpose by most every family in the city. Chicago is also a large consumer of gas for power purposes.

The company is now building on Michigan avenue, near Adams street, the largest office building in the world. The structure will be twenty stories high and will have a frontage of 196 feet on Michigan avenue, and 172 feet on Adams street. Each floor will have about 33,712 square feet of space. Cost, \$4,000,000.

The People's Gas Light and Coke Company, main office 155 Michigan avenue. Branch stores:

338 West Sixty-third street.

3478 Archer avenue.

9051 Commercial avenue.

11109 Michigan avenue.



978 Lincoln avenue.  
 3210 North Clark street.  
 284 East North avenue.  
 517 West Madison street.  
 674 West Twelfth street.  
 1203-5 Milwaukee avenue.  
 1589 Ogden avenue.  
 3474 Avondale avenue.  
 2105 West Madison street.

The annual report shows that during the year 1908 the plant of the company was substantially increased, the total mileage of mains now being upward of 2,366 miles, and the gain during the year being almost 55 miles, to a considerable extent consisting of large trunk lines, part of a comprehensive scheme to regulate the distribution and pressure of gas. The increase during the year in the number of meters in use was 22,361, and in the number of gas stoves 25,168, and in the number of arc lamps 14,203. There was a loss of 1,558 in public street lamps.

Service statistics of December 31, 1908: Street mains, 2,366 miles 2,364 feet; main, 54 miles 3,817 feet. Meters, 469,084; gain, 22,361. Gas stoves, 254,362; gain, 25,168. Public lamps, 21,085; loss, 1,558. Arc lamps, 75,125; gain, 14,203.

The company showed 8.36 per cent earned on the stock, compared with 7.64 per cent in 1907. An immense amount of money is to be expended the next three years in installing a system of 24 and 36-inch supply trunk line mains, covering the entire city. Two large gas holders were finished this year, one, the largest in the world, at State and Sixty-fourth streets, and the other at Forty-fifth avenue and Twelfth street.

The income account is as follows: 1908.

Gross .....\$13,738,970  
 Operating expenses..... 8,222,625

Balance .....\$ 5,516,345  
 Depreciation, etc..... 876,351

Net earnings .....\$ 4,639,994  
 Bonded interest..... 1,884,300

Surplus .....\$ 2,755,694

Per cent of stock..... 8.36  
 Dividend, 6% ..... \$1,978,146  
 Surplus after dividends. 777,548

The condensed balance sheet as of December 31 compares:

## ASSETS.

1908.

Real state, franchise,  
 tunnels, street mains,  
 services, meters, etc..\$76,236,321  
 Materials ..... 1,478,481  
 Securities ..... 2,226,403  
 Accounts receivable ... 874,554  
 Deposits with agencies  
 for bond coupons.... 284,005  
 Gas bills receivable .... 893,851  
 Bills receivable ..... 77,227  
 Cash ..... 3,207,644

Total .....\$85,278,487

## LIABILITIES.

Capital stock .....\$35,000,000  
 Mortgage bonds ..... 37,096,000  
 Deposits, security for gas  
 bills ..... 273,760  
 Accounts payable ..... 927,598  
 Coupons past due..... 284,005  
 Bond interest accrued.. 339,525  
 Depreciat'n and reserves 719,717  
 Profit and loss..... 10,637,881

Total .....\$85,278,487

**Gas in 1850.**—The Chicago Gas Light and Coke Company obtained its charter on April 13, 1849, the life thereof being ten years. Work was begun in the following October, and on September 4, 1850, the city for the first time was lighted by gas. The works were erected on the south side of Monroe street, near Market, and the price for street lighting per post was \$15.

**Geology of Chicago and Vicinity.**—Chicago is built on a bog, the top of which, consisting of accumulated vegetable matter, rested on a sandy sub-stratum. Beneath this is a wet, blue clay, and underneath this a quicksand; about an average of thirty feet brings us down to oil-bearing limestone, which here and there has been by pressure pushed to the surface. There have been strong indications of both coal and oil at different points in and

about the city, but no one has had interest enough to follow up these traces. Before the fire, Dr. Patton's Presbyterian Church stood on Michigan avenue, near Madison street. It was built of stone taken from a quarry beyond Western avenue. It was oil-bearing, and in the summer the oil oozed out of the stone, discolored it, and smelt unto high heaven. In some parts of the city the clay makes good bricks. That taken out of the water and river tunnels is used for that purpose. On the West Side an artesian well raises the water from thirty to forty feet above the surface, showing that its source of supply is located many miles away from the city. The whole formation is of the later series, evidently more or less due to the action of the lake upon its adjacent shores. It seems possible that sooner or later coal and oil will be added to the marketable products of this versatile city.

**German Society** assists immigrants from the Fatherland in procuring employment and temporary support, and also German residents.

**Germania Club.**—Occupies the magnificent club house at 643 North Clark street, one of the finest structures of the kind in Chicago or the west. The Germania Maennerchor, greatest of all German singing societies, built the club house, and now most of Chicago's leading German citizens, besides scores of native sons, are active members. Many large entertainments are given in the club house, which is a center of north side gaiety.

**Glencoe.**—Glencoe is 19.2 miles from Chicago and has a population of 1,020. It is in every respect a beautiful suburb, and many Chicagoans have their summer homes here. It lies on a high, wooded bluff overlooking the lake.

**Glen Ellyn.**—Glen Ellyn is 22.5 miles from Chicago, and has a population of 800. The Glen is

very beautiful and within it lies Lake Ellyn, some thirty acres in extent. The lake is fed by springs, of which many have mineral properties. Many Chicago professional and business men have their homes here.

**Gold and Stock Telegraph.**—Instruments of this company, usually termed "tickers," will be found in every broker's office, and in the principal hotels and restaurants. They print the reports of the New York Stock Exchange transactions during the day, automatically, upon a tape. Reports of the arrival of ocean steamers, and the result of sporting events of general interest, are also frequently sent over the wires of this line.

**Goose Island.**—Goose Island is a strip of land about a quarter of a mile wide at its broadest point; its center is at Division street. It is formed by a dividing of the north branch of the river which flows around Goose Island on the east and west. The Island is very dirty, as it contains a great many coal yards, grain elevators and railroad tracks, and there are to all intents and purposes no streets at all in this unusual place.

**Graceland Cemetery.**—In addition to the natural beauties of the grounds of this cemetery there has been added a wealth of landscape gardening that displays the work of a master mind in that art. The three lakes in the broad expanse of exquisite scenery, are works of engineering skill; they are fed by living springs, besides which there is a mammoth system of waterworks that will furnish a full supply throughout the entire 125 acres comprised in the grounds. The approach to Graceland is either by the Lake Shore Drive through Lincoln Park and North Clark street, by the Clark street electric, or over the Chicago & Evanston Railroad, whose handsome station (Swiss cottage architecture) is at the eastern approach to the grounds. Distance, five miles from City Hall. Pages could be written portraying

the marvelous beauties of this noted place, and still other pages referring to the people, prominent in their time, who rest here, and of the rare pieces of monumental marble in the grounds, yet it is enough to say that Graceland is known to every Chicagoan, and to every visitor who appreciates the grand in nature and beautiful in art.

**Grain Receipts.**—The receipts of grain and of flour in its grain equivalent at Chicago during the year 1908 aggregated 272,941,506 bushels; and shipments 222,783,375 bushels.

**Grain in Store in Chicago.**—On the last day of 1908 the elevators contained:

Wheat, bushels.....	5,314,152
Corn, bushels .....	1,665,479
Oats, bushels .....	859,949
Rye, bushels .....	54,759
Barley, bushels .....	1,016,045

Total, bushels.....	8,910,384
Flour, barrels .....	90,500

**Grain Trade.**—The foremost grain market of the world—that is Chicago's distinction.

One of the most thrilling and important chapters in the romance of Chicago's marvelous commercial and industrial advancement deals with market making, and the making of the grain market into an undisputed leader has extended the city's prestige to all quarters of the globe.

Credit for the building into the greatest grain receiving and distributing center on earth belongs largely to the Board of Trade, whose consistency and persistency in the great work which was mapped out for it almost sixty-one years ago have given to the world an example of the "stuff" that underlies the city's general greatness. Through good season and bad the Board of Trade has performed its part of the task in giving the city its unbounded business importance. And today, filled with pride at its accomplishments, it is more energetic than ever before. Its field

has become worldwide, but the full force of its effort has not yet been exerted; but it will go speedily on toward solidifying its position and commercial glory.

The year 1908 rounded out the sixtieth year of the Chicago Board of Trade's endeavors. The institution's progress since the "village" days suggest the fairy story, so unreal, so improbable does it seem, when all the handicaps and the comparatively short time are taken into consideration.

**Grand Boulevard.**—This beautiful thoroughfare extends from Thirty-fifth street south to Fifty-first street boulevard, and lies two blocks east of Prairie avenue. It runs parallel with Drexel boulevard, being three blocks west of it. The first improvement on the Grand boulevard commenced at the north boundary in 1870. Kankakee avenue was widened by the addition of 132 feet, taken from the east front in accordance with the Park Improvement Act. At Grand boulevard it is 200 feet wide, including a pleasure drive through the center, 60 feet wide, and traffic roadways on each side. The pleasure drive can only be used for recreation. The improvement of the roadways is in three materials, viz.: asphalt, stone screenings, and Joliet gravel. The boulevard is completed as far south as Fifty-first street, where it enters Washington Park. It is bordered on each side by large elm trees, and is the resort of hundreds each day. The expectations of the commissioner have been much more than realized in the eagerness with which the carriage-riding public seeks the boulevards for recreation. This is especially true of Grand boulevard, which is often crowded for a space of two miles with carriages averaging three abreast.

**Grand Pacific Hotel.**—Located at northwest corner Clark street and Jackson boulevard. European plan. This is one of the oldest strictly first-class hotels in the city and has an interesting history. It still

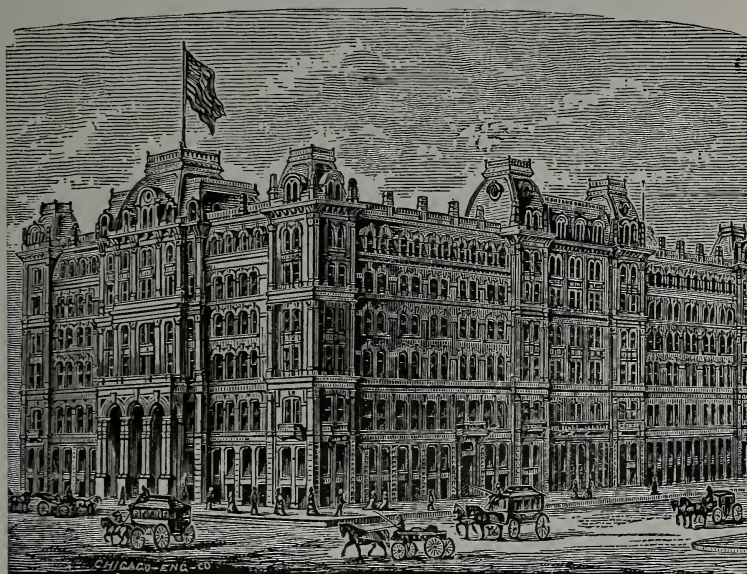


retains its former popularity and is largely patronized by the delegates to Republican conventions. The leaders of that party have made this famous hotel their home for more than twenty years.

**Grant Monument.**—The colossal equestrian Grant Monument in its place overlooking Lake Michigan from Lincoln Park, is visible for many miles on the water on clear days. It appears at the very entrance to the park along the shore boulevard to land folk approach-

the park trustees by a number of citizens of Chicago.

**Great Northern Hotel.**—Magnificent in all its appointments, is located on Dearborn street, Jackson boulevard and Quincy street, Chicago. Directly opposite the Government Building, containing United States Post Office, United States Custom House, army headquarters, department of the Lakes and United States Weather Bureau. Positively the finest location in the city for commercial trade.



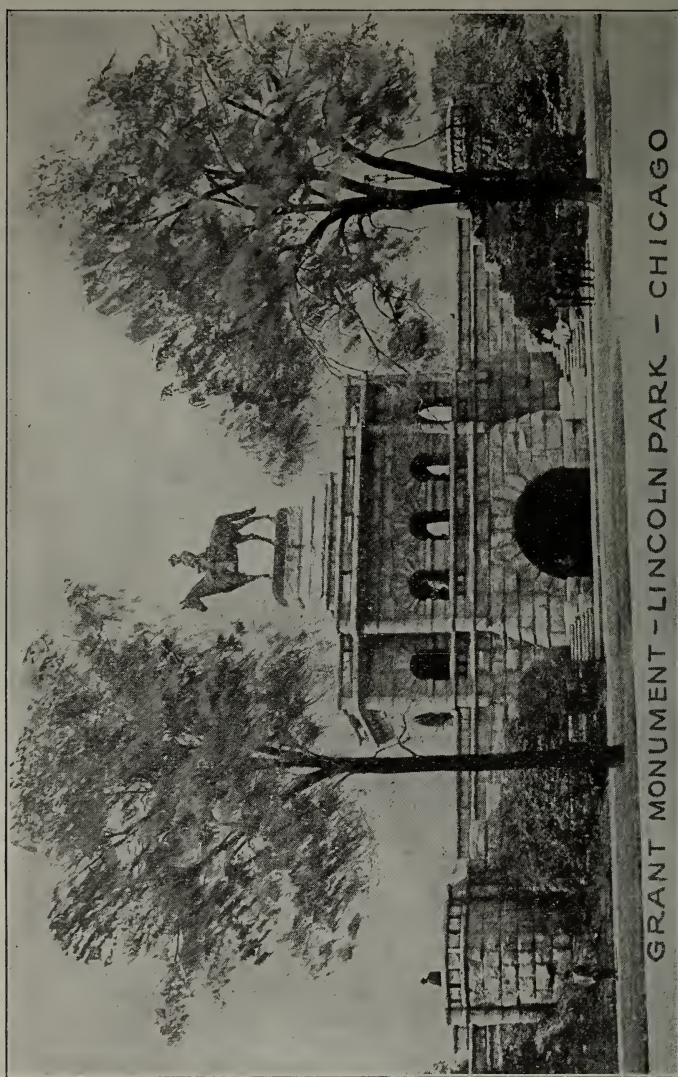
GRAND PACIFIC HOTEL, CLARK STREET AND JACKSON BOULEVARD.

ing from the south. Foliage all but hides it from the interior of the park. From the north it does not appear until the observer is within a thousand feet. On clear mornings it is brilliant between the rising sun and the deep blue of the sky, against which it is so conspicuously silhouetted. The masonry foundation, which is more appropriate for a viaduct than for statuary, serves at least to give it eminence and security. It is the work of Rebisso, of Cincinnati; a gift to

This hotel is absolutely fireproof and is conducted in strictly first-class style on the European plan. H. D. Laughlin, president; R. H. Southgate, vice-president; John C. Roth, manager.

The construction is entirely of steel, with all walls supported at each floor level and tied to steel construction. Lateral bracing, extending from column to column, to the full height of the building, makes it perfectly rigid against all wind storms. The hotel was com-





GRANT MONUMENT - LINCOLN PARK - CHICAGO

pleted October 1, 1891. It contains upwards of 600 bedrooms arranged in suites, with bath rooms. All the bath rooms are finished in marble and supplied with hot and cold water, and the best plumbing fixtures. Every room contains a fireplace, and the building is ventilated throughout with exhaust ventilation. The basement has a large oyster house extending the full length of the building. There are four passenger elevators and two freight. The main floor is devoted to the hotel offices, café, barber and other shops. The second floor contains the main dining-room, hotel parlors and the billiard room. There are stations for bell-boys or girls on each main corridor on every floor, for prompt bell service. The building is thoroughly fire-proof, heated throughout by steam, and certainly one of the most beautiful and imposing pieces of architecture in this city of marvels. Another attractive feature of this magnificent hotel is the beautiful Palm Garden, located upon the roof, from which the best view of the city possible is obtained. The Turkish baths connected with this house are the most elaborate in the city of Chicago.

The service and accommodations at the Great Northern are absolutely first class in every particular.

**Growth in Population.**—In America an unprecedented immigration, added to the natural increase in population, necessitated a corresponding development in agriculture. Happily, vast areas of fertile valleys and rich prairie lands afforded ample opportunity for the expansion of the United States. The population in 1850 had increased to 23,000,000; in 1860 to 31,000,000; in 1880, to 50,000,000; in 1890, to 62,000,000; in 1900, to 75,000,000, and in 1908, to 85,000,000.

**Halls.**—There are at present no less than 450 public halls in the city. Halls may be rented for any purpose within reason. Many of them are of architectural magnificence. Among

the more popular halls are the following: Handel Hall, 40 Randolph street; Kimball Music hall, 243 Wabash avenue; Orchestra Hall, Michigan avenue, near Adams street; Steinway Music Hall, 17 Van Buren street; University Hall, Fine Arts Building, Lake Front.

**Hammond.**—Hammond is 20 miles from Chicago, and has a population of 14,250. The city is modern in every way, and contains many pretty homes. Hammond is an up-to-date little town, and has quiet a number of manufacturing plants.

**Hansom Cab and Hack Ordinance.**—Notice to passengers: Note number of vehicle on entering or leaving.

#### ONE HORSE VEHICLES.

For one mile or less, for one or two passengers.....\$0.50  
For each additional passenger. .25  
For second and subsequent miles, whether for one or more passengers, per mile.. .25  
Such vehicle shall not charge to exceed per hour..... 1.00  
For each quarter of an hour after the first hour..... .25  
Services outside of city limits and in parks, per hour..... 1.00  
Driver when hired by the hour may charge for the time necessary to return to the stand at which engaged.

#### TWO-HORSE VEHICLES.

One or two persons, not exceeding one mile.....\$1.00  
One or two persons, any distance over one mile, and less than two miles ..... 1.50  
Each additional passenger.... .50  
One or two passengers, any distance over two miles within city ..... 2.00  
Each additional passenger.... .50  
One or more passengers by the hour, stopping as required, first hour..... 2.00  
Each additional hour or part of an hour ..... 1.50

#### NOTICE.

Passengers must notify the driver when starting, if they desire

to use the vehicle by the hour; otherwise the driver may assume that he is hired by the mile.

For any detention exceeding fifteen minutes, when working by the mile, the driver may demand at the rate of \$1.00 per hour.

Drivers, when hired by the hour, may charge for the time necessary to return to the stand at which engaged.

When hired by the hour, such vehicle can carry two passengers for the same hour rates.

Children between five and fourteen years of age, half above rates; children less than five years of age, no charge.

#### BAGGAGE—ONE AND TWO-HORSE VEHICLES.

Passengers are allowed, without charge, baggage not to exceed one trunk and 25 pounds of other baggage. Where whole weight of baggage is over 100 pounds, the driver may charge 15 cents for each parcel constituting such overweight.

Any violation of the above rules and regulations is punishable by fine and imprisonment.

Complaint made to any public officer will receive prompt and courteous attention, and will be immediately reported to the Chief of Police.

#### OMNIBUS AND BAGGAGE TRANSFER RATES.

Omnibuses run between all the depots and to all the principal hotels, connecting with all passenger trains. The rate of fare to or from any depot or hotel is 50 cents, payable in exchange for a ticket to the agent on the train, or to the collector in the vehicle. The price charged by the same company for transferring baggage to or from any train, and to or from any place within the old city limits, is 50 cents for first piece and 25 cents for each additional piece. South of Thirty-ninth street the charge is 75 cents for the first piece and 25 cents for each additional piece.

**Harbor.**—The government harbor, when completed, will include a sheltered area sixteen feet in

depth, covering 270 acres, with communicating slips along the lake front covering 185 acres, making a total of 455 acres; this is in addition to the river, with which the outer harbor communicates. There is also an exterior breakwater one-third of a mile north of the end of the North Pier, so situated as to protect vessels entering the mouth of the river. The length of this outer breakwater will be 5,436 feet, of which 3,136 feet have been completed. The North Pier, measuring from the outer end of the Michigan street slip, is 1,600 feet long and extends 600 feet beyond the easterly breakwater, which latter, beginning at the outer end of the South Pier, extends directly south 4,060 feet, and is a distance of 3,300 feet from the present shore line south of Monroe street. A channel 800 feet wide intervenes between this and the north end of the southerly breakwater. This latter breakwater continues for a short distance due south, then turns at an angle of 30 degrees and extends in a south-westerly direction to within 1,550 feet of the present shore line, and 550 feet from the dock line. This breakwater is 3,950 feet in length. There is a lighthouse on the shore end, and a beacon light on the end of the easterly breakwater. The Life Saving Station is at the lake end of the northern-most railroad wharf, directly adjoining the south pier. Boats run from the lake shore, opposite Van Buren street, to these breakwaters during the summer months.

At present this is only a harbor in name so far as the shipping is concerned. Nearly every vessel that enters this port seeks the piers along the various branches of the river. These river branches have their ramification through the city, and in consequence the shipping is strung out for many miles, presenting an insignificant appearance, but in the aggregate it is greater than that of any port in America. The river is cramped and totally inadequate for the vast



commerce that threads its way through the murky channel.

The proper place for the shipping interests is within the harbor, and sooner or later it must come to this. When this revolution is effected, Chicago will present a harbor scene that can scarcely be rivaled in any part of the world. The irritating nuisance of swinging bridges would be abated and, while it would make the lake front portion of the city undesirable for elegant hotels and aristocratic residences, the property would be enhanced in value for purposes of shipping and commerce. This one great mistake of using the insignificant river instead of the grand lake front for shipping purposes must be rectified or Chicago will suffer from a condition that is utterly ridiculous and constitutes the greatest nuisance possible for an enlightened people to tolerate.

**Harper Memorial Library.**—Plans for the building have been approved by the university. The library, which will be one of the most imposing and costly college buildings in the world, will be situated on the south edge of the university campus, facing the Midway Plaisance on Fifty-ninth street.

The most striking architectural features on the southern frontage of the library will be two great towers which will rise above the surrounding buildings. A bronze statue of William Rainey Harper will be erected in front of the north entrance of the building.

The library will eventually be flanked on the west by the modern language group of buildings, while the classical group will be built west of the modern language headquarters. On the east side the historical group will be erected.

The sum of \$214,000 has been raised by popular subscription and this will be supplemented by \$600,000 from John D. Rockefeller.

The library is expected to be completed the latter part of next year, plans having been made to break ground for the structure this

spring. The fund, including interest, will amount to \$870,000 by the time the library is finished, and something more than \$600,000 will be used to pay for the building, the rest going for endowment purposes.

**Hartford Building.**—This splendid office building is located at the southwest corner of Madison and Dearborn streets. The "Hartford" is fourteen stories in height. The lower stories are of stone, and the upper stories of pressed brick. The first floor is occupied by stores, and the upper floors with offices, numbering several hundred; all elegantly appointed. The "Hartford" is of the modern Chicago architecture, and presents a splendid appearance. Its location is in the very center of the business district.

**Hats and Caps.**—The manufacture of hats and caps in Chicago is rapidly advancing this branch of enterprise to the front rank. The trade is quite extensive and the retailers throughout the middle west who were wont three years ago to seek the eastern market for this class of goods now find the Chicago product fully equal to every demand made upon it. The sales last year exceeded \$10,000,000, a fact that testifies to the solidity of this branch of industry.

**Haymarket Massacre.**— West Randolph street passes directly through the former site of a West Side market now forming the celebrated Haymarket Square. For several years there stood at the intersection of Des Plaines and Randolph streets a bronze figure of a policeman in full uniform, with the right hand upraised. On the polished granite pedestal of which is carved this legend: "In the name of the people of Illinois, I command peace." The grateful citizens of Chicago erected this monument in memory of the brave officers who, defending the law, sacrificed life and health, and whose cowardly assassination sounded the death-knell of anarchy in this city and country. This monument com-



memorating the dead police officers is now situated in Union Park, Randolph street and Ogden avenue. The tragedy did not take place in the square itself, but outside of the northeast corner, where the anarchist speakers addressed the crowd from a wagon standing near Crane Bros.' steps, on the night of May 4, 1886. The city authorities, fearing the effect of the inflammatory speeches, and the unreasonable denunciations of those in authority, ordered six companies of policemen from the Des Plaines street police station to disperse the mob. The police came on at quick-step, in close order, by companies. When close to the wagon they halted, and the commanding officer "read the riot act," in the now memorable words upon the monument. Hardly was the utterance finished when, in defiant answer, the dynamite bomb, hurtling through the air, fell between the second and third companies of policemen, killing or wounding fatally seven policemen, besides seriously injuring many others. The sneaking thrower showed his cruel cowardice by endangering the women in the crowd, as well as his own friends. It is not known how many of the mob the bomb slew, for, following the customs of the savages, whose bloodthirstiness they imitated, they carried away their dead and wounded, quietly burying all as soon as they were fit, lest evidence accumulate against themselves. The ringleaders, Fielden, Spies, Engel, Lingg, Neebe, Schwab and Fischer, were arrested. The Arbeiter Zeitung office, on Fifth avenue, was searched, and proved to be an arsenal of dynamite, arms, bombs and infernal machines. Bombs were discovered in lumber yards, under sidewalks and in the homes of anarchists. Parsons, like the coward he was, got away, and then tried to bulldoze the people of Illinois into an acquittal by a sensational surrender. These "apostles of unrest," and refugees from the laws of their native lands, were given ample op-

portunity to prove any extenuating circumstances. They could offer nothing but a demon-led desire for blood, and an insane craving for notoriety. The sentence voiced the sentiment of the whole American people, who really were the jury in this cause celebre. Nothing stayed the hand of justice, nor the coming of the 11th day of November, 1887, appointed for execution. The "tiger anarchist," Lingg, blew his head off with dynamite. Parsons, Spies, Engel and Fischer died on the gallows.

**Healthiest City.**—Chicago is the healthiest large city in the country, according to the annual report of Health Commissioner Evans, made public recently. Last year the death rate was only 14.1 to each 1,000, the lowest rate of American cities with populations of more than 350,000.

Among the features of the year's mortality as disclosed by the report are the following:

On account of lack of employment occasioned by hard times, there were 101 more suicides and 122 fewer accidental deaths than the preceding year.

Through the education of the people in ventilating homes, the number of deaths from pneumonia, pulmonary tuberculosis, and other impure air diseases were noticeably reduced.

There were fewer deaths from typhoid fever and still fewer are expected this year through steps taken to guard more adequately the purity of the lake water supply and to prevent infection through impure milk.

"Last year's death rate," says the report, "was the fourth lowest in the city's history. The years with better records were 1901, 13.89; 1904, 13.62; and 1905, 13.67. The average for twenty years was 16.89. Last year's reduction over 1907 was 1,595 deaths. The only increase over the preceding year was in suicides and babies under one year of age.

"The greatest saving during the last year was from impure air dis-

eases, pneumonia, bronchitis, and consumption, diseases that had been steadily increasing up to the beginning of 1908. With the onset of the winter season of 1907-'8 the department inaugurated a campaign for the education of people as to the dangers of bad air. All this resulted in a better general appreciation of the danger of impure air.

"The deaths from pulmonary tuberculosis were 132 fewer than the preceding year, but there was an increase of 36 deaths from other forms of the disease, leaving a net reduction of 96 from all tuberculosis.

"Typhoid fever reached the lowest mark ever recorded for this city, the 338 deaths reported yielding a rate of 1.56 for each 10,000 inhabitants. This is 12 per cent lower than the average of the last ten years and is 91 per cent below the high mark of 1891.

"As a further protection of our water supply the Lake Michigan water commission, composed of representatives of the federal government and of the several states bordering on the shores of Lake Michigan, has undertaken an exhaustive survey, with the view of preventing the pollution of the lake waters by sewage.

"Investigation carried on during the last few years show that fully 35 per cent of our typhoid cases are imported, the commonest sources of infection being neighboring summer resorts.

"The department has greatly increased its efforts to safeguard our milk supply against the danger of typhoid infection. There has been closer observation of dairies and milk handlers as to the presence of the disease."

**Health Regulations.**—Germs are children of darkness. They are killed by light and sunshine. All microbes are not harmful; on the contrary, many are harmless and even useful to the extent of being the best friends of men. The bad microbes are those that, when they get into the body, make people

sick. In most cases, too, the resulting sickness is contagious to the extent that it is dangerous for the sick to mingle with people who are well. This is why it is necessary to have regulations for the protection of the well. And these regulations lie at the basis of any efficient system of public hygiene, which aims to do for the public what each individual might do for himself, if only he knew how and what to do and was possessed of the power always to control his own surroundings.

### Height of a Few of Chicago's Sky-Scrapers.—

	Feet.
Ashland .....	207
Auditorium Tower .....	270
Bedford .....	216
Chamber of Commerce .....	200
Cook County Abstract.....	210
Great Northern Hotel.....	185
Manhattan .....	190
Masonic Temple .....	285
Monadnock .....	223
Monon .....	160
Pontiac .....	150
Post Office (new).....	250
Schiller .....	200
Security .....	180
Tacoma .....	160
Unity .....	210
W. C. T. U. Tower.....	210

**Highland Park.**—Highland Park is 23 miles from Chicago, and has a population of 2,800. This town is surrounded by forests and fine rolling land. It has many splendid homes of scenic beauty. Sheridan road and other splendid drives extend through the town.

**Highwood.**—Highwood is 24.5 miles from Chicago, and has a population of 460. Highwood is next to Fort Sheridan, it contains many suburban homes and with its beautiful trees is a very delightful place.

**Historical.**—From the admission of Illinois into the Union in 1818 until the creation of Cook County in 1831, the territory now embraced in Cook County was successively a part of Crawford, Clark, Pike, Fulton and Putnam counties. During

that period the seats of county government were at towns far removed from the settlement about Fort Dearborn. By 1831 the northern settlements had so increased that the organization of a new county became necessary. At that time all residents of this community transacting business with the county or in the courts were compelled to make a trip of many miles over the prairie trails, and undergo the privations incident to frontier travel.

On January 15, 1831, by act of the Legislature, Cook County was created, and the village of Chicago was made the seat of government. The county, as then constituted, embraced the present counties of Cook, Lake and Du Page, and parts of Will and McHenry.

The new county was named in honor of Daniel Pope Cook, one of the state's most notable pioneer citizens. It is singularly fit that his memory should have been perpetuated and honored by the giving of his name to this great county. The historians of the period all ascribe to him abilities of high and brilliant character. His brief career, terminated by untimely death while he was yet less than thirty-four years of age, was filled with achievement for the new and rapidly developing state. He was successively judge of the Western Circuit of Illinois, the state's first Attorney General, and for nine years the sole representative of Illinois in Congress.

Cook's powerful influence contributed largely to the defeat of the attempted introduction of slavery into the state. He had great faith in Northern Illinois, and through him Congress was induced to make large grants of public land for the purpose of creating the Illinois and Michigan Ship Canal, which made so much for the early development of this part of the state.

For four years the business of the young County of Cook was transacted in old Fort Dearborn and in a dwelling house, and in 1835 the first court house was

erected. It was small, but not unsightly, with a pillar portico. In 1851 the corner stone of the second building was laid and this rather pretentious structure was completed in 1853. Five years later it was remodeled, and there, on May 1 and 2, 1865, the hallowed remains of Abraham Lincoln lay in state while thousands passed the bier. Again extensive alterations and additions were made in 1870, and in October, 1871, the court house was reduced to a heap of ruins by the conflagration that swept over the city.

One year after the great fire the county and city authorities agreed to erect a court house and a city hall identical, so far as the exterior was concerned, but it was not until January 4, 1877, that the corner stone of the county building was laid. Some five years later the structure was completed and occupied, but from the first it proved so unsuited and inadequate to the demands of the county's business that large sums were expended annually for the rental of additional quarters. In January, 1905, an explosion of fire rendered the gloomy pile of masonry practically unfit for further occupation.

### Historical Society, The Chicago.

—Located corner of Dearborn avenue and Ontario street. This most important society was organized April 24, 1856. It was in a flourishing condition at the time of the fire but all of its valuable possessions were consumed at that time. The entire collection, including over 100,000 books, manuscripts, etc., with many fine oil paintings, perished; also the original draft of Lincoln's Emancipation Proclamation. The institution, however, has partially recovered from this sad blow. It now has a library of 16,000 volumes, 40,000 pamphlets and in addition a valuable collection of manuscripts and portraits. The society is about to erect a new building from a liberal fund provided for that purpose. Visitors courteously received.



**Holidays in Chicago.**—January 1, New Year's day.

February 12, Lincoln's birthday.

February 22, Washington's birthday.

May 30, Memorial day.

July 4, Independence day.

December 25, Christmas day.

All election days.

Labor day (first Monday in September).

Thanksgiving day (last Thursday in November).

Saturday afternoons from 12 o'clock noon until 12 o'clock midnight.

It is required by state law that whenever any of the foregoing holidays falls upon a Sunday the Monday next following shall be held and considered such holiday. All banks, most of the city and county offices, the public library and the schools are closed, and for business purposes legal holidays are treated precisely as though they were Sundays.

Arbor, bird and flag days are appointed by the governor. The two first-named come together and are usually fixed for the latter part of April. Flag day comes about the middle of June.

**Holy Family Orphan Asylum.**—A Catholic home on Division street, corner of Holt.

**Home for Incurables.**—Cottage Grove avenue electric line to Ellis avenue, corner Fifty-sixth street. Mrs. Clarissa C. Peck filled her life full of noble deeds and in her will left \$500,000 for the founding of this institution which is for her an enduring monument, living in the hearts and lives of those whom it benefits and blesses. A Board of Trustees from some of our most active and honorable business men have carried the work on to its present completeness. For six years, in which interest accumulated, the action of the Trustees was delayed. The buildings and grounds cost \$107,000 and there was left \$600,000, the income from which is more than sufficient to

meet all running expenses and to increase the building fund, to be ready when additional facilities for its work shall be needed. The full capacity is 125. It started with thirty-three inmates from a similar home at Lake View, which was then closed. It is theosophical in its invitation to the suffering, receiving them without distinction of race, creed or color. When possible the friends are asked to pay a monthly stipend, but from the destitute nothing is asked. A candidate for admission must be incurably afflicted with some disease of which the Trustees are final referees. The ailments most frequent are paralysis and rheumatism, the majority of the former. If not able to walk, invalid chairs are provided, by which they can change place and position at will, in their own rooms or through the long corridors and wide verandas, where bright glimpses of sunshine upon the green lawn and gay parterres of bright flowers, bring momentary surcease of pain to weakened limbs and dimmed eyes. Visitors are always welcome at the visiting hours.

**Home for the Friendless.**—Vincennes avenue, corner of Fifty-first street. Chartered in 1858. Takes care of 200 inmates on an average. From a weak and humble beginning, it has grown and prospered until its income, including the Crear bequest, is now \$21,000 per annum. During the last ten years, an army numbering 20,167 of women and children has continuously filed through its welcome portals. It is theosophical in its work, as it makes no distinction of race, creed or color. The only question is whether the applicant is needy, and for the time being needing a friend's help. It matters not whether they are deserted wives and mothers, or abandoned children, assistance, material and moral, is freely tendered, including rest, good food, encouragement, sympathy and advice for the future. During its life it has found permanent homes for 734 children "legally surrendered" to



the Home by their parents. Any woman but a drunken one can find shelter here temporarily, if she has no money to pay for her lodging elsewhere. The Humane Society sends most of their waifs here, when found abandoned by their parents. If under nine months, a child is not received. Visitors between the hours of 10 a. m. and noon, and 1 and 4 p. m., are always welcome.

**Home Insurance Building.**—The Home Insurance Building is located at the northeast corner La Salle and Adams street, and was the first example of what has come to be known the world over as "Chicago Construction." It is a monument to the genius of the late W. L. B. Jenney, in whose brain modern steel construction was first conceived. The framework of the building up to the sixth story is all of cast iron columns and rolled iron beams and above the sixth story is steel. Construction began May 1, 1885. In 1890 the cornice and roof were removed and two additional stories applied.

### HOSPITALS.

Alexian Brothers' Hospital, Belden and Racine avenues.  
 Augustana Hospital, Cleveland and Lincoln avenues.  
 Belden Avenue Hospital, 464 Belden avenue.  
 Bennett Hospital, North Ada and Fulton streets.  
 Beulah Home and Maternity Hospital, 963 North Clark street.  
 Bohemian Hospital, 612 Throop street.  
 Chicago Baptist Hospital, Rhodes avenue, near Thirty-fourth street.  
 Chicago Charity Hospital, 2407 Dearborn street.  
 Chicago City Infant Hospital, 191 La Salle avenue.  
 Chicago College of Dental Surgery Infirmary, Harrison and Wood streets.  
 Chicago Eye and Ear Hospital, 206 Washington street.  
 Chicago Homeopathic Hospital, Wood and York streets.  
 Chicago Hospital, 452 Forty-ninth street.  
 Chicago Lying-In Hospital, 294 S. Ashland avenue and 302 Maxwell street.  
 Chicago Maternity Hospital, 1033 N. Clark street.  
 Chicago Polyclinic Hospital, 174 Chicago avenue.

Chicago Tuberculosis Institute, 51 La Salle street.  
 Chicago Union Hospital, 1511 North Halsted street.  
 Columbus Hospital of the Missionary Sisters of the Sacred Heart, Lake View avenue and Deming place.  
 Continental Hospital, 3535 Indiana avenue.  
 Cook County Hospital, Harrison and Wood streets.  
 Detention Hospital, Wood and Polk streets.  
 Emergency Hospital (city), 83 Plymouth court, 533 Wells street, 481 Wabash avenue, and 324 West Monroe street.  
 Englewood Union Hospital, 838 West Sixty-fourth street.  
 Frances E. Willard National Temperance Hospital, 343 South Lincoln street.  
 Garfield Park Sanitarium, 1776 Washington boulevard.  
 German-American Hospital, 1619 Diversey boulevard.  
 German Hospital, 754 Larrabee street.  
 Hahnemann Hospital, 2814-2818 Groveland avenue.  
 Illinois Charitable Eye and Ear Infirmary, 227 West Adams street.  
 Iroquois Memorial Emergency Hospital, 189 La Salle street.  
 Isolation Hospital, South Lanwdale avenue and Thirty-fifth street.  
 Lakeside Hospital, 4147 Lake avenue.  
 Marion Sims Sanitarium, 438 La Salle avenue.  
 Mary Thompson Hospital of Chicago for Women and Children, West Adams and Paulina streets.  
 Maurice Porter Memorial Hospital for Children, 606 Fullerton avenue.  
 Memorial Institute for Infectious Diseases, 299 South Hermitage avenue.  
 Mercy Hospital, Twenty-sixth street and Calumet avenue.  
 Michael Reese Hospital, Twenty-ninth street and Groveland Park avenue.  
 Monroe Street Hospital, 1014 West Monroe street.  
 National Association Hospital, 231 Ashland boulevard.  
 Norwegian Lutheran Hospital, Haddon avenue and Leavitt street.  
 Norwegian Lutheran Tabitha Hospital, North Francisco avenue and Thomas street.  
 Park Avenue Hospital, 175 Park avenue.  
 Passavant Memorial Hospital, 192 Superior street.  
 People's Hospital, 2184 Archer street.  
 Post Graduate Hospital, Twenty-fourth and Dearborn streets.  
 Presbyterian Hospital, West Congress and Wood streets.  
 Provident Hospital, Thirty-sixth and Dearborn streets.  
 Queen Victoria Memorial Hospital, 16 South Elizabeth street.  
 St. Ann's Sanitarium, North Forty-ninth avenue and Thomas street.  
 St. Anthony de Padua Hospital, West

Nineteenth street and Marshall boulevard.

St. Elizabeth Hospital, North Claremont avenue and Le Moyne street.

St. Hedwig's Hospital, 936 North Hoynes avenue.

St. Joseph's Hospital, 360 Garfield boulevard.

St. Luke's Hospital, 1416 Indiana avenue.

St. Mary's of Nazareth Hospital, 545 North Leavitt street.

South Chicago Hospital, 730 Ninety-second place.

Streeter Hospital, 2646 Calumet avenue.

Swedish Covenant Hospital, 250 West Foster avenue.

United States Marine Hospital, Clarendon and Graceland avenues.

Washington Park Hospital, 6010 Vincennes avenue.

Wesley Hospital, Dearborn and Twenty-fifth streets.

West Side Hospital, 819-823 West Harrison street.

Woman's Hospital of Chicago, Rhodes avenue and Thirty-second street.

**Hospital and Dispensary Regulation.**—In the passage June 1st of the new hospital ordinance the Department of Health feels that it has taken a great step forward. The salient points of improvement in this ordinance are:

First, the regulation of lying-in hospitals and the requirements of having a resident physician on the premises.

Second, the requirement of registration either in the public records of the hospital, or the secret registry at the Department of Health, where the patient can register her name and address and the name of the father of the prospective infant and receive a card bearing a registered number, which is all the identification needed at any lying-in hospital. This record is kept locked up in the vaults of the Department of Health and can only be reviewed upon the order of a court of record. It is further made a misdemeanor for anyone to prosecute any further inquiry into the case than furnished by the registered number. In this way we do away with the dread of publicity which has led so many unfortunate women into the crime of abortion and also put out of business the midwife and physician who has

made a practice of catering to this form of crime.

Third, in the requirement of all general hospitals of the weekly reporting of all cases of typhoid fever, tuberculosis, epidemic cerebro spinal meningitis, pneumonia and such other diseases as may be designated by the Commissioner of Health, we are enabled to gather information of an immense value in the suppression and prevention of such diseases.

The dispensary ordinance with its requirement of license and permits for all dispensaries, and the further requirement of a weekly report with a sworn affidavit as to the names and addresses of all patients and disease for which they are being treated, and a special report on venereal diseases, is, we think, a body blow to quacks and advertising specialists who prey upon and rob the poor unfortunates who fall into their clutches. By a rigid enforcement of this ordinance the Health Department will be able to ultimately put a stop to this abuse.

**Hotels.**—Arlington Hotel, 247 Dearborn avenue.

Auditorium Hotel, Michigan Av. and Congress St.

Auditorium Annex, Michigan Av. and Congress St.

Bismarck Hotel, 180 Randolph St.

Briggs House, Randolph St. and Fifth Av.

Chicago Beach Hotel, 51st St. and Cornell Av.

Clarendon Hotel, 152 N. Clark St.

Colonial Hotel, 6325 Monroe Av.

Columbia Hotel, State and 31st Sts.

Continental Hotel, Wabash Av. and Madison St.

Deming Hotel, 136 Madison St.

Drexel Arms Hotel, 3956 Drexel Blvd.

Grand Central Hotel, W. Madison and Canal Sts.

Grand Pacific Hotel, Clark St. and Jackson Blvd.

Great Northern Hotel, Dearborn St. and Jackson Blvd.

Hotel Brevoort, 143 Madison St.



LA SALLE HOTEL, MADISON AND LA SALLE STREETS.



Hotel Del Prado, "Midway,"  
Washington and Madison Aves.

Hotel Grace, Jackson Blvd. and  
Clark St.

Hotel Holland, 53d St. and Lake  
Avenue.

Jackson Hotel, Halsted St. and  
Jackson Blvd.

Hotel LaFayette, W. Madison and  
Des Plaines Sts.

Hotel La Strain, 3535 Ellis Av.

Hotel Mayer, Wabash Av. and  
12th St.

Hotel Luzerne, Clark and Center  
Sts.

Hotel Mentone, Dearborn Av.  
and Erie St.

Hotel Metropole, 23rd St. and  
Michigan Av.

Hotel Morrison, Madison and  
Clark Sts.

Hotel Vincennes, 107 36th St.

Hotel Windemere, 56th St. and  
Cornell Av.

Hunt's European Hotel, 148 Dear-  
born St.

Hyde Park Hotel, 51st St. and  
Lake Av.

Julien Hotel, 63rd St. and Stew-  
art Av.

Kaiserhoff Hotel, 266 Clark St.

Kenwood Hotel, 47th St. and  
Kenwood Av.

Lakota Hotel, 30th St. and Mich-  
igan Av.

Lexington Hotel, 22nd and Mich-  
igan Av.

Majestic Hotel, 22 Quincy St.

Merchants' Hotel, 415 Milwaukee  
Av.

McCoy's Hotel, Clark and Van  
Buren Sts.

New Southern Hotel, 1250 Mich-  
igan Av.

Nicollet Hotel, 69 and 71 Fifth Av.

Ontario Hotel, Ontario and N.  
State Sts.

Palace Hotel, 101 N. Clark St.

Palmer House, State and Mon-  
roe Sts.

Plaza Hotel, N. Clark St. and  
North Av.

Revere House, N. Clark and  
Michigan Sts.

Saratoga Hotel, 155 Dearborn St.

Sherman House, Randolph and  
Clark Sts.

Stratford Hotel, Jackson Blvd.  
and Michigan Av.

Transit House, Union Stock  
Yards, 42nd and Halsted Sts.

Vendome Hotel, 62nd St. and  
Monroe Av.

Virginia Hotel, Ohio and Rush  
Sts.

Wellington Hotel, Wabash Av.  
and Jackson Blvd.

Windsor Clifton Hotel, Monroe  
St. and Wabash Av.

Yorkshire Hotel, 1837 Michigan  
Av.

**Hotel Grace.**—The downtown hotel, corner Clark street and Jackson boulevard. European plan. Location, opposite postoffice and Board of Trade in exact center of business district. Two hundred rooms. Every room has hot and cold water and is heated by steam. Two blocks from Rock Island and Lake Shore depots.

**Hotel La Salle.**—Hotel La Salle, corner La Salle and Madison streets, is the most magnificent, the most comfortable, the safest and the most modern hotel west of New York City.

It is the largest hotel ever constructed under an original contract, being twenty-four stories in height—twenty-two above and two below the street level—and containing in all 1,172 rooms. The building covers 29,100 square feet of ground, measuring 178 feet on La Salle by 162½ feet on Madison street. From the sidewalk to the copper cheneau crowning the roof, the building measures 260 feet, and contains over 7,500,000 cubic feet. The hotel, with the land on which it is built, represent an investment of over \$6,500,000.

Hotel La Salle is fireproof in every sense of the word and is one of the best examples of the highest type of steel and fireproof construction work. Steel, concrete, Bedford stone, granite, brick, terra cotta, marble and tile are the principal materials in the building. The number of broad stairways and fire-escapes more than complies with



the rigid requirements of the Chicago city ordinances.

The steel columns rest on 105 concrete caissons which are carried 110 feet below the street line to solid rock, making the building one rigid structure from rock to roof.

Hotel La Salle in its completeness of equipment and adequacy of size, appeals strongly to all discriminating people who desire high class accommodations and efficient service.

Every one of the total number of rooms is dedicated to the comfort, convenience and accommodation of the hotel's patrons. One thousand and seventy-two rooms are for the immediate use of the guests, while the remaining one hundred are given over to operating and maintaining departments, kitchens, servants' sleeping and dining quarters, etc. There are ten hundred and forty-eight guests' sleeping rooms, eight hundred and forty-two of which have private bathrooms in connection, and each of the remaining rooms have running water. Mr. George H. Gazley, formerly of the St. Regis Hotel, New York City, is the general manager.

**Hotel La Strain.**—Located one block from I. C. R. R., 36th street station. One block from Cottage Grove avenue and 35th street electric cars, and within ten minutes' ride to the business and amusement center.

The "La Strain" is a most home-like and strictly first-class hotel and is conducted on the American plan.

Mr. John O'Donnell, for several years connected with the Chicago Beach Hotel, is the proprietor.

**Hotel Majestic.**—Quincy street, between State and Dearborn, Chicago. Directly east of main entrance to new post office. Absolutely fireproof. European plan. The famous St. Hubert Grill Room located on top floor commanding a magnificent view of the city and Lake Michigan. Two hundred

rooms. Every room an outside room. One hundred and fifty rooms with bath.

**Hotel Metropole.**—Michigan boulevard and Twenty-third street, Chicago. Fireproof, 300 rooms, European plan. The Metropole Company, proprietors.

**Household Goods Industry.**—In the manufacture of household goods, including furniture and all kinds upholstered ware, beds, bedding material, wall paper, wooden and willow ware, etc., Chicago stands in the front rank, and it is the great central market for the middle west. Owing to the financial depression last year there was a decline of from 10 to 18 per cent in the total output of these various industries in 1908, but the same rule obtained in other manufacturing centers, so that this decrease is not noticeable in this market alone. Every branch of industry suffered as a result of the depression, but it was only in the finer grades of furniture and other lines of household goods which justly may be classed among luxuries to be dispensed with in a pinch that the lessened demand was most conspicuous. In many other lines the figures of last year compare favorably with those of 1907.

Chicago long has held first place as a furniture manufacturing and distributing center. This industry perhaps suffered most by reason of the financial depression last year, the record showing that the value of the furniture output fell from \$42,000,000 in 1907 to \$35,000,000 in 1908. While this is the smallest showing made by the furniture trade in Chicago in several years, it compares favorably with the eastern records, which show a greater percentage of decrease in the value of the furniture output than has been known in more than ten years past.

There are 220 factories in Chicago devoted to the manufacture of furniture and kindred lines. They give employment to nearly 30,000

workers. In the business of wholesaling furniture Chicago virtually enjoys a monopoly. This city is the mecca twice each year of furniture retailers from all parts of the country, who are attracted by the great exhibitions of the local products, which are open all the year round. Chicago is the home of styles, the source of fashion, and the seat of knowledge that controls the furniture trade of the country.

**House Hunting.**—If you want to hire a house or apartments your easiest way of proceeding is to go to the different real estate dealers, and get their lists of what they have for rent at about the price you want to pay, and then go to the houses themselves, and see which will suit you best. If you know nothing about the neighborhood, are a stranger, and have no reason to trust the dealers' word, you had better make inquiries of the police if there is anything at all suspicious. Having satisfied yourself that the quarters are what you want, don't forget to examine the water faucets, closets and traps. It is safe to sign a lease wherein the owner agrees to keep the premises in thorough repair. All taxes and assessments, including water tax, are paid by the owners of houses. The only thing you will have to look after in that direction is the gas. Gas companies exact a deposit for each meter furnished by them, which deposit they will refund when you surrender their receipt for the amount. Do not, under any pressure whatever, pay the gas bill of a former tenant. Almost any kind of a house or apartments may be had in any of the residence portions of the city. Rents vary considerably, owing to location. In some of the ultra-fashionable neighborhoods a tenant may pay \$2,000 per year for a fine house. Many poor families occupy quarters in uninviting districts, for which they pay anywhere from \$4 to \$10 per month.

### How the County Expend Money.

—It costs a considerable sum to pay Cook County's annual bills, as will be seen by the figures taken from the last report of the Controller:

Salary .....	\$2,548,299.44
Supply .....	770,500.00
Furniture and Repairs...	83,760.00
Judges .....	209,000.00
Jurors .....	230,000.00
Outdoor Relief.....	17,225.00
Roads and Bridges.....	40,000.00
Industrial Schools.....	56,000.00
Sundry Other Funds.....	1,813,322.72

Total.....\$5,768,107.16

**How Money Accumulates.**—The following shows how easy it is to accumulate money, provided proper steps be taken. The table shows what would be the result at the end of fifty years by saving a certain amount each day, and putting it at interest at the rate of six per cent:

1 Cent.....	\$ 950
10 Cents.....	6,504
20 Cents.....	19,006
30 Cents.....	28,512
40 Cents.....	38,015
50 Cents.....	47,520
60 Cents.....	57,024
70 Cents.....	66,528
80 Cents.....	76,032
90 Cents.....	85,537
1 Dollar.....	95,041
5 Dollars.....	475,208

**Hubbard Woods.** — Hubbard Woods is one mile north of Winnetka, but lies within its limits. It contains very near the same beauty as Winnetka.

**Hull House.**—Located at 355 South Halsted street. The Hull House is a social settlement, and occupies a series of attractive buildings fronting on Halsted street and Polk. It is an old residence of Chas. J. Hull, erected in the '50s. Its objects are to provide for the civic and social life; to investigate and improve conditions in Chicago's industrial center and to institute and maintain educational and philanthropic enterprises. Hull House is notable among the scores of settlements doing splendid service in Chicago, not only for the breadth and success of its work,

but because it was the first of the so-called social settlements here. There are at present forty-six resident workers and more than 100 non-residents who serve as instructors or class leaders.

A day nursery, kindergarten, well equipped gymnasium, art studio, book bindery, labor museum, various arts and crafts shops and a play ground are a few of the interesting and helpful features at this settlement.

Visitors may inspect the premises at reasonable hours. The evening will be found most interesting for seeing the varied activities of the place. One of the features is a restaurant, one of the best in the neighborhood, prices very moderate and open to all. Here, too, is also a branch of the Public Library. Residential clubs are maintained here, one for the boys and one for the girls.

This splendid institution is accomplishing a noble work and its leading and active spirit is Miss Jane Addams.

**Humane Society.**—The Illinois Humane Society, office No. 560 Wabash avenue, was incorporated the 25th day of March, 1869, under the Revised Statutes of Illinois. The officers and Board of Directors consist of thirty members, among whom will be found the most prominent ladies and gentlemen of Chicago. The society also has a list of honorary members, and a large number of life members, who are elected by the society, and they pay the sum of \$100 per year. Active members pay \$10 per year. The society employs a number of agents who investigate cases of cruelty and prosecute the same. The manifold objects of this society are: To stop cruelty to children; to rescue them from vicious influences and remedy their condition; to stop the beating of animals, dog fights, over-loading horse cars, over-loading teams; the use of tight check reins; over-driving; clipping dogs' ears and tails; underfeeding and neglect of shelter

for animals; bagging cows; cruelties on railroad stock trains; bleeding calves; plucking live fowls; the clipping of horses; driving galled and disabled animals; tying calves' and sheep's legs; to introduce better roads and pavements, better methods of slaughtering; better methods of horse-shoeing; improved cattle cars; drinking fountains, and to introduce humane literature in schools and homes. The society also aims to induce children to be humane, teachers to teach kindness to animals, clergymen to preach it, authors to write it, editors to keep it before the people; drivers and trainers of horses to try kindness; owners of animals to feed regularly; people to protect insectivorous birds; boys not to molest birds' nests; men to take better care of stock; everybody not to sell the old family horse to owners of tip-carts; people of all the states to form humane societies; men to give money to forward this good cause; women to interest themselves in the noble work; people to appreciate the intelligence and virtue of animals, and, generally, to make men, women and children better because more humane.

This society is doing a noble work, as its annual report of cases investigated and children rescued and their condition remedied, testifies. The society has the hearty and practical support of the police and all officers of the law. The public and press give abundant moral support, and the ordinances of the city and the laws of the state are ample, and need only enforcement to improve the conditions of life generally. A man can not beat his child or animal in this city with impunity, for the law forbids cruelty, and punishes the offender. The public is notified to report all cases of cruelty to animals or children at once to the Humane Society or to the society's agents, whether requiring prosecution or not. Give name and residence of offender, when known, and the name or number upon the



vehicle, if licensed. Get name of owner or receiver of animals driven or carried in a cruel manner; name of owner and driver of horses or other animals used in unfit condition, or otherwise abused. If prosecution is required, furnish names of two or more witnesses, and a full statement of facts. All communications are regarded as confidential by the society.

**Humboldt Park.**—In Humboldt Park a large modern pavilion and boat landing, with spacious pergolas and terraces, from which the surrounding landscape and lake scenery may be viewed, have been completed.

Fronting these building, towards the lake, is a broad terrace, with appropriate flower boxes and ornamental vases. This terrace constitutes the roof of the boat landing, which, during winter months, will provide shelter and a warming room for the skaters.

Suitable rooms for serving refreshments to the public are also provided in these pavilions.

The old greenhouses have been torn down, and on the site they occupied a magnificent rose garden has been created with many beautiful and attractive features in connection with it. The beauty of this garden may be seen and enjoyed from an elevated walk surrounding it. A garden hall connects the rose garden from the west with a naturalistic garden beyond, and at the eastern entrance, directly opposite Reuter's statue, is an ornamental gateway with garden lanterns, water fountains and seats, all fittingly designed to harmonize with the surroundings.

The naturalistic garden to the west of the rose garden surrounding the lagoon is bordered with hardy plants of all kinds and planted with trees and flowering shrubbery. Located in this garden are two tea houses that may be used for afternoon gatherings of children or women's clubs.

The lagoon has been narrowed to a brook and is filled with water

lilies and other aquatic plants which make it a prominent part of the garden.

A music court with a covered shelter, which is large enough to afford seating capacity for the public during the summer concerts, has been provided.

The lagoon directly east of the artesian well has been filled with sand to make a wading pool for children, and a suitable shelter building has been constructed. The wading pools that have been provided in the various parks are a source of enjoyment to thousands of children who crowd the parks on hot days and find in these clean, cool and safe pools the required diversion and innocent amusement.

The grading and shaping of the unimproved area of Humboldt Park, consisting of about sixty acres, which comprises the entire western portion of the park, has been finished and extensive trees and shrubbery planting, which was done there this fall, fully completes the improvement. A suitable entrance to the park at Division street and California avenue has been constructed.

When all the improvements now under way are finished, Humboldt Park will be one of the most beautiful parks in this country.

**Ice Cream.**—There is more ice cream consumed in Chicago per capita than in any other city in the world. The industry has grown rapidly within the last twenty years and what was considered a luxury in 1889 has today become a necessity and an article of food consumed daily without regard to seasons or temperature. As showing the extent of the business last year it is only necessary to say that in handling the product 300 double trucks and fifty single horse vehicles were required daily to supply ice cream to the consumers and trade.

More than 32,000,000 gallons of ice cream were consumed in Chicago last year, and in its manufacture 125,000 tons of ice was used.



The amount of milk employed in the process is enormous, and it is estimated that more milk and cream are used in Chicago daily by one of the larger ice cream manufacturers than would be consumed by a town of 20,000 population.

The conditions surrounding the making of ice cream in Chicago are the best. The use of sterilized and pasteurized milk has obtained for more than eight years and the sanitary laws are strictly observed in all the manufacturing plants. The primitive methods of making ice cream have been displaced by machinery, thus completely revolutionizing the industry within the last five years. From beating the product with a wooden paddle in an open tin can, as was done twenty years ago, the manufacturer today freezes his cream in silver lined machines, which operate automatically, thereby eliminating insanitary conditions which obtained in the old style of production. With the installation of new patent machines has come mechanical refrigeration for storage and ice making, all tending to more modern methods and proper observance of the laws of sanitation.

The Chicago ice cream manufacturers are members of an association which has done much to improve the industry and to popularize their output in the homes of all alike.

**Illinois Charitable Eye and Ear Infirmary.**—Is located at 227 West Adams street. It is open to indigent residents of the state. This is an institution that Chicago and the State of Illinois can well be proud of, as the management is of a high order.

**Illinois District Telegraph Company's Messenger Service.**—Uniformed messengers can be had at all offices of the Western Union Telegraph Company in Chicago to deliver invitations, notes, packages, or run errands of any sort. To act as office boys or caddies,

purchase theater tickets, distribute circulars, etc.

Telegrams and cablegrams for transmission over the lines of the Western Union Telegraph Company called for promptly without charge for messenger service. Messenger call boxes installed free upon application. For information as to fire alarms, sprinkler alarms and watchman's signals apply to superintendent's office in National Life building, 159 La Salle street.

**Illinois Theater.**—Located on Jackson boulevard, near Michigan boulevard, and occupying the site of the old First Regiment armory. A superb graystone temple of the drama, with every foot of space set aside for theatrical purposes, with no offices or other business enterprises. Completed in the winter of 1900-1901, the Illinois, managed by Will J. Davis, sprang into a front rank in western theatricals immediately. It is the spot where the greatest tragedians and the stars of comedy shine at their brightest, and where Chicago's "400" go to be thoroughly amused.

**Immigrants.**—Thousands of Europeans annually settle in Chicago and hundreds of them arrive every week over the different railroads. They seem to fit quietly into the social structure; their fellow countrymen receive them with open arms, and ere long they become part and parcel of the population. As is shown by the census tables, the Germans are most numerous among the immigrants; the Irish are a good second, with the Scandinavians, Poles and Bohemians next in order. There is now considerable immigration of Italians and Russian Jews, but this will probably be only temporary.

**Immoral Pictures.**—Much satisfaction is felt by the members of the theater censoring squad over the decision handed down recently by the Supreme Court upholding the right of the city to exercise police power in censoring immoral pictures.

Meanwhile the police department has been going ahead on the presumption that they had the right to say what sort of pictures should be shown at the 5 and 10 cent theaters as well as at the larger houses and also have been suppressing the sale of indecent picture post cards.

**Index of Interest.** — Railroads (divisions not included) entering Chicago, 26.

Manufacturers in 1905, value of product, \$955,036,277.

Population in 1908 (estimated), 2,250,000.

Width of the city, east to west, nine miles.

Imports of merchandise, \$26,528,-028.

Hospitals, 73.

Appropriations, all purposes, \$48,375,066.63.

Water used in a year (gallons), 165,924,823,150.

Internal revenue collected in Chicago district, \$8,020,055.10.

Halls, public, 450.

Employes on city pay roll, 22,-774.

Area in square miles, 190.64.

Mileage of sewers, 5,000.

Number of fire hydrants, 22,758.

Teachers in Public Schools, 6,106.

Banks, national and state, 68.

Lights, electrical service, 8,447.

Value (actual) of real estate and personal property, \$2,383,851,995.

Assessed valuation, \$476,770,399.

Latitude, N. 41 deg. 53 min. 6 sec.

Tonnage of vessels cleared in 1907, 7,995,211.

Theaters, 38.

Asylums, 88.

Number of lawyers, 5,117.

Mileage of boulevards, 48.

Streets and alleys, unimproved, miles, 3,676.

Streets and alleys, improved, miles, 1,576.

Building permits issued, 21,826.

Length of city, north to south, 26 miles.

Passenger trains arriving and departing in one day, 1,594.

Value of buildings erected (1907), \$59,093,080.

Fire hook and ladder companies,

34.

Number of fire engines, 120.

Number of saloons, retail, 7,120.

Area of parks in acres, 3,196.

Lights, gas in service, 22,735.

Churches, chapels and missions,

1,246.

Number of cemeteries, 51.

Pupils enrolled in public schools, 292,581.

Libraries, 21.

Lights, gasoline in service, 6,729.

Streets and alleys, total mileage, 4,251.

Longitude, 87 deg. 38 min. 1 sec. west.

Fire alarm boxes, 1,908.

Pieces of mail delivered, fiscal year, 1,204,846,570.

Number of policemen, including officers, 4,345.

Clearings by associated banks, \$12,087,647,870.08.

Number of firemen, including officers, 1,785.

Elevations, above sea level, 582 feet; above Lake Michigan, 25 feet.

Duties collected on imported merchandise, \$10,536,564.74.

Dispensaries, 30.

Street railway mileage, 1,350.

Medical schools, 34.

Passengers carried on street railways in one day, 1,354,450.

Longest street (Western avenue), 22 miles.

Sidewalks, mileage, 5,000.

Number of Public Schools, 274.

Postal receipts, per year, \$14,-598,991.01.

**Indiana Harbor, Ind.**—Indiana Harbor is 19 miles from Chicago and has a population of 250. This village is growing very rapidly, and the Federal Government is expending great sums in building a harbor and cutting a ship canal to connect Lake Michigan with the Calumet River.

**Indians.**—The Pottawatomie tribe were in possession of the country around Chicago in ancient times, although bands of Miamis and Mascoutins often roamed over the same territory. The Pottawatomies were mainly responsible for

the Fort Dearborn massacre of 1812, and lingered in the vicinity of Lake Michigan until 1835 or '36, when they went West.

Quite a number of Chicagoans, mostly of French nomenclature, have a tinge of Pottawatomie blood and some of these were, in 1889, claimants to a division of the tribal funds. Many Indians and half-breeds, employed by circuses and medicine troupes, make Chicago their home. A few years ago there were forty Caughnawaga Iroquois, and several Sioux half-breeds, living on Eagle street, an obscure alley on the West Side.

#### Industrial and Commercial Associations.

American Aberdeen Angus Breeders' Association, 17 Exchange Av., Union Stock Yards.

American Association of Creamery Manufacturers, 115 Adams St.

American Newspaper Publishers' Association, 143 Dearborn St.

American Railway Engineering and Maintenance of Way Association, 98 Jackson Blvd.

American Short Horn Breeders' Association, Union Stock Yards.

American Technical Society, Drexel Blvd. and Fifty-eighth St.

American Trotting and Register Association, 355 Dearborn St.

Architectural Iron League, 808 Chamber of Commerce Building.

Association Elgin Creameries, 36 La Salle St.

Association of American Railway Accounting Officers, 143 Dearborn St.

Automobile Dealers' Association, 309 Michigan Blvd.

Bankers' Union, 72 Madison St.  
Ben Franklin Club, 98 Jackson Blvd.

Board of Trade, Jackson Blvd. and La Salle St.

Builders' and Traders' Exchange of Chicago, 134 Washington St.

Building Managers' Association, 204 Dearborn St.

California Fruit Cannery's Association, 42 River St.

Carpenters' and Builders' Association of Chicago, 112 Clark St.

Chicago Advertising Association, 118 Monroe St.

Chicago Architectural Association, 125 Michigan Blvd.

Chicago Association of Commerce, 77 Jackson Blvd.

Chicago Bar Association, 134 Monroe St.

Chicago Board of Underwriters, 159 La Salle St.

Chicago Butter and Egg Board, 154 Lake St.

Chicago Coal Dealers' Association, 277 Dearborn St.

Chicago Credit Men's Association, 218 La Salle St.

Chicago Drug Trade Club, 122 Franklin St.

Chicago Electrical Association, 1736 Monadnock Blk.

Chicago Estimators' Club, 145 La Salle St.

Chicago Feed Dealers' Association, 649 W. Madison St.

Chicago Junior Bar Association, 138 Washington St.

Chicago Grocers' and Butchers' Association, 210 Masonic Temple.

Chicago Landlords' Protective Bureau, 197 W. Division St.

Chicago Law Reporters' Association, 148 Michigan Av.

Chicago Live Stock Exchange, Exchange Bldg., Union Stock Yards.

Chicago Medical Society Bureau, 87 Lake St.

Chicago Mining and Stock Exchange, 175 Jackson Blvd.

Chicago Open Board of Trade, 267 La Salle St.

Chicago Picture Frame and Moulding Manufacturers' Association, 78 La Salle St.

Chicago Produce Trade and Credit Association, 34 Clark St.

Chicago Real Estate Board, 57 Dearborn St.

Chicago Restaurant Keepers' Association, 143 Dearborn St.

Chicago Retail Druggists' Association, 305 Fifty-fifth St.

Chicago Steam Engineers' Club, 140 Dearborn St.

Chicago Stationers' Association, 115 Dearborn St.

Chicago Stock Exchange, The Rookery, La Salle St.

Chicago Society of Proofreaders, 261 Dearborn St.

Chicago Teachers' Federation, 79 Dearborn St.

Chicago Trade Press Association, 1431 Monadnock Bldg.

Chicago Typothetae, 1214 Monadnock Bldg.

Chicago Undertakers' Association, 78 La Salle St.

Cigar Manufacturers' and Dealers' Association, 387 W. Harrison St.

Commercial Club of Chicago, 221 Adams St.

Convention Bureau, 77 Jackson Blvd.

Flour Exchange of Chicago, 907, 188 Madison St.

Furniture Exhibition Co., 1411 Michigan St.

General Manager Association of Chicago, 234 Michigan Blvd.

Hotel Association of Chicago, 324 Dearborn St.

Illinois Coal Operators' Association, 299 Dearborn St.

Illinois Commercial Men's Association, 204 Masonic Temple.

Illinois Furniture Warehousemen's Association, 480 Wabash Av.

Illinois Institute of Accountants, 315 Dearborn St.



Illinois Manufacturers' Association, 125 Monroe St.  
 Illinois Retail Hardware Association, 225 Roscoe St.  
 Illinois Society of Engineers and Surveyors, 1636 Monadnock Bldg.  
 Illinois State Brewers' Association, 103 Randolph St.  
 Industrial Club of Chicago, 203 Monroe St.  
 International Freight Bureau, 98 Jackson Blvd.  
 Iron League, 134 Washington St.  
 Italian Chamber of Commerce, 55 State St.  
 Jewelers' Board of Trade, 103 State St.  
 Junior Business Club, 428 Washington Blvd.  
 Lake Carriers' Association, 100 Van Buren St.  
 Landlords' Co-operative Association, 138 Washington St.  
 Lawyers' Association of Illinois, 1119, 59 Clark St.  
 Liquor Dealers' Protective Association of Illinois, 109 Randolph St.  
 Live Stock Weighing Association, Union Stock Yards.  
 Lumbermen's Association, 1312, 122 Monroe St.  
 Lumber Dealers' Association of Chicago, 181 Clark St.  
 Manufacturers' and Dealers' Club, 192 Washington St.  
 Masons' and Contractors' Association of Chicago, 808, 138 Washington St.  
 Merchants' Association of Chicago, 1308, 122 Monroe St.  
 Millers' National Federation, 169 Jackson Blvd.  
 National Association of Agricultural Implement and Vehicle Mfrs., 205 La Salle St.  
 National Association of Box Mfrs., 143 Dearborn St.  
 National Association of Employing Lithographers, 1201, 140 Dearborn St.  
 National Association of Retail Druggists, 79 Dearborn St.  
 National Building Trades Employers' Association, 808, 138 Washington St.  
 National Business League of America, 507, 108 La Salle St.  
 National Conservation League, 107 Dearborn St.  
 National Founders' Association, 506, 218 La Salle St.  
 National Metal Trades Association, 1524, 143 Dearborn St.  
 National Hardwood Lumber Association, 122 Monroe St.  
 National Plow Association, 125 Monroe St.  
 National Wagon Mfrs.' Association, 125 Monroe St.  
 National Wholesale Tailors' Association, 237 Fifth Av.  
 Nonpareil Club, 161 Washington St.  
 Northwestern Traveling Men's Association, 69 Dearborn St.  
 Percheron Society of America, Union Stock Yards.

Physicians' Club of Chicago, 103 State St.  
 Planing Mill Men's Association of Chicago, 122 Monroe St.  
 Property Owners' and Tax Payers' Association, 100 Washington St.  
 Publishers' Club, 234 Fifth Av.  
 Publishers' Commercial Union, 112 Dearborn St.  
 Shoe and Leather Association of Chicago, 207 Lake St.  
 Traffic Club of Chicago, 536, The Rookery.  
 Trans-Continental Passenger Association, 9 Jackson Blvd.  
 Uniform Classification Committee, 135 Adams St.  
 United Editors' Association, 28 Jackson Blvd.  
 United Press Association, 188 Madison St.  
 United States Brewers' Association, 109 Randolph St.  
 United States Maltsters' Association, 226 La Salle St.  
 Western Passenger Association, 9 Jackson Blvd.  
 Western Railway Club, 84 Van Buren St.  
 Western Society of Engineers, 98 Jackson Blvd.

**Inheritance Tax.** — Under the provisions of the Illinois law, all property, real, personal and mixed, which shall pass by will or by the interstate laws of the state from any resident of the state or any one whose property is in this state to any person or persons is subject to a tax at the following rates: When the beneficial interests to any property or income therefrom shall pass to any father, mother, husband, wife, child, brother, sister, wife or widow of the son or the husband of the daughter, or any adopted child or children, or to any lineal descendant born in lawful wedlock, the rate of tax shall be \$1 on every \$100 of the clear market value of such property received by each person and at the same rate for any less amount, provided that any estate which may be valued at less than \$20,000 shall not be subject to any such tax; and the tax is to be levied in the above cases only upon the excess of \$20,000 received by each person.

When the property passes to any uncle, aunt, niece, nephew or any lineal descendant of the same the rate shall be \$2 on every \$100 in excess of \$2,000.



In all other cases the rate shall be as follows: On each and every \$100 of the clear market value of all property and at the same rate for any less amount; on all estates of \$10,000 and less, \$3; on all estates over \$10,000 and not exceeding \$20,000, \$4; on all estates over \$20,000 and not exceeding \$50,000, \$5; and all estates over \$50,000, \$6; provided that an estate in the above case which may be valued at a less sum than \$500 shall not be subject to any tax.

### Inheritance Tax (United States).

—The Government at Washington expects to raise a new revenue of \$20,000,000 per year. This is how it will effect a few of the principal estates in Chicago:

	Scheduled amount.	Tax.
Marshall Field.	\$ 80,000,000	\$2,400,000
P. D. Armour..	20,000,000	600,000
Potter Palmer.	10,000,000	300,000
Otto Young....	6,000,000	180,000
John B. Drake..	4,000,000	120,000
Nelson Morris..	20,000,000	600,000
Silas Cobb.....	6,000,000	180,000
G. F. Swift.....	10,000,000	300,000
J. V. Farwell..	2,000,000	60,000

Totals.....\$158,000,000 \$4,740,000

Under the provisions of the proposed act, estates ranging from \$10,000 to \$100,000 will be subject to a tax of 1 per cent from \$100,000 to \$500,000 they will be subject to a tax of 2 per cent and above \$500,000 the tax will be 3 per cent. Five hundred dollars, or more, left to collateral heirs receiving \$500, or more, will be taxed 5 per cent.

**Insanity in the State.**—The biennial report of the Illinois state board of charities is disheartening, so far as its discussion of insanity is concerned. Some comparative figures are given. In 1878 there were 2,576 insane persons in the public institutions of Illinois. In 1908 there were 12,084. In 1878 the total population was 2,968,000. In 1908 it was 5,618,000. In 1878 one person out of 1,152 of the population was cared for in a public institution as insane. In 1908 one out of 465. The population has increased 89 per cent in thirty

years. The insane population cared for by the state has increased 369 per cent.

**Intercepting Sewers.**—The progress made toward the completion of the city's intercepting sewer system—that system of sewage bores which is to divert all refuse from the waters of Lake Michigan to the Drainage Canal—has been most satisfactory during the past year. In the southern division of the city this work has been practically completed. On the North Side rapid progress has been made on the Lawrence avenue conduit, the 16-foot bore which is to carry the waters of the lake to flush the North Branch of the Chicago River. This work has been pressed with vigor after years of delay.

During the year a total of 14,320 feet was added to the intercepting sewage bores, while the total mileage of all sewers constructed aggregated 42.86. This progress means that the consummation of Chicago's new method of sewage disposal is at hand and the day is near when all pollution will be diverted from Lake Michigan within the boundaries of the municipality.

**International Amphitheater.**—This building was constructed only a few years ago and is located at Exchange avenue and Halsted street, Union Stock Yards. The total dimensions are 310 by 600 feet, within which is an arena 105 by 265 feet. The floor space of the amphitheater totals 243,600 square feet, and the seating capacity is 10,000.

An annual event held in this building is the International Live Stock Exhibition, at which are shown exhibits of cattle, horses, sheep and hogs from every section of the United States, Canada and several European countries. At the stock show of last year 3,500 individual animals were entered in competition for prizes and about 4,000 more competed for the best showing in carload lots, making a total of 7,500 animals ex-

hibited. The number of visitors at the stock show was about 400,000.

**Italians.**—The Italian population of Chicago numbers about 20,000, largely made up of laborers, rag-pickers and fruit venders, who are industrious, economical and dirty. Most of them will suffer many privations for the sake of saving a little money, and though they have a miserable appearance, there are no beggars among them. As a rule they are found in the worst parts of the city. They rarely speak the English language and mingle little with people of other nationalities. They are commonly sober, but when they do become intoxicated, it is nearly certain that they will quarrel, and not rarely, with fatal results. It is a mistake to suppose that the majority of organ grinders and strolling players which roam the streets are Italians. These nuisances are mostly Germans. Another calling to which our Italians answer is that of waiters in restaurants, a business for which their natural politeness renders them peculiarly fit. Ascending their social ladder we find a host of Italian musicians, music and language teachers, some of whom stand very high in their professions, and others have devoted themselves to literary pursuits or to the higher branches of trade. On South Water street, as a rule, the large fruit dealers are of this nationality.

**I Will.**—Mrs. "I Will" is rather liberal in her expenditures. She wants \$22,528,006 for her corporate needs. Water, \$4,946,010; schools, \$17,683,100; library, \$500,000. Total, \$45,657,116. This is her budget for 1909. The appropriations for the same purpose for 1908 was \$51,193,634, so you see she is trying to economize a little.

**Japanese Building.**—The Japanese building was presented to Chicago at the end of the World's Fair, and still remains at the north end of the Wooded Island in Jackson Park. A tiny garden is near the building in Japanese style.

**Jewelry.**—Chicago long has been the great central market for the manufacture and sale of jewelry, watches and other articles in which gold and the baser metals are employed. The local manufacturers in this line did an enormous business last year despite the financial depression, the wholesalers disposing of jewelry, watches and diamonds to the amount of \$54,000,000.

**Kenilworth, Village of.**—Kenilworth is fifteen miles from Chicago and has a population of 337. It has many beautiful homes situated in spacious grounds of great beauty. The village lies on the bluff and overlooks Lake Michigan. The Kenilworth Golf Club has a handsome club house and golf course.

**Kidnapping.**—There are thousands of hearts that go out in sympathy to parents when a child is stolen. It is an intensely human situation. It may happen in any home. The grief of father and mother is not measured by the means to pay ransom. The keen anguish which attends any such distressful occurrence is a thing that makes the whole world kin. The rich and poor alike have reason to hate the kidnapper as the worst type of villian. The law counts kidnapping an infamous crime in Illinois. The tendency of the times is against the death penalty even when murder is committed. But death would be none too great a penalty for the wretch who steals a child with the thought of forcing the payment of ransom. It is getting to be altogether too common a crime in this country.

#### Labor Unions of Chicago.

The following unions are affiliated with the Federation of Labor:

Amalgamated Association Street Railway Employees No. 241, 65, 70 La Salle St.

Amalgamated Street Railway Employees No. 260, 3856 State St.

Amalgamated Association Street Railway Employees No. 273, 10109 Elizabeth St.

Amalgamated Association Street Railway Employees No. 308, 324 Dearborn St.

Amalgamated Association Street Railway Employees No. 264, 8018 Exchange Av.

Amalgamated Street Railway Employees No. 267, 199 West 23d St.

Asphalt Pavers and Helpers No. 10513, 403 North Clark St.

Associated Vaudeville Artists, 164 East Randolph St., room 24.

Bakers and Confectioners No. 2, 105 Wells St.

Bakers and Confectioners No. 62, 507 North Paulina St.

Bakers' Union No. 237, 183 Johnson St.

Barbers (Journeymen) No. 548, 275 La Salle St., room 416.

Bartenders No. 456, 671 South Halsted St.

Beer Bottlers No. 248, 122 West Lake St.

Boot and Shoe Workers No. 93, Bush Temple of Music, room 310.

Boot and Shoe Workers No. 94, Bush Temple of Music, room 310.

Boot and Shoe Workers No. 133, Bush Temple of Music, room 310.

Boot and Shoe Workers No. 213, Bush Temple of Music, room 310.

Bookbinders No. 8, 275 La Salle St., room 520.

Bottlers' Protective Union No. 8434, 281 West Madison St.

Blacksmiths and Helpers No. 14, 1142 Grenshaw St.

Blacksmiths and Helpers No. 80, 2339 Fulton St.

Blacksmiths and Helpers No. 122, 4953 5th Av.

Blacksmiths and Helpers No. 325, 990 West 13th St.

Blacksmiths and Helpers No. 326, 996 East 75th St.

Brewers and Maltsters No. 18, 122 West Lake St.

Brewers and Maltsters' Union No. 121, 122 West Lake St.

Brewers' Laborers No. 337, 436 George St.

Brickmakers No. 2, Lansing, Ill.

Brickmakers No. 3, 456 Western Av., Blue Island.

Brickmakers No. 6, 240 Roscoe St.

Brickmakers No. 14, Shermerville, Illinois.

Brickmakers No. 49, Niles Center, Illinois.

Broom and Whisk Makers No. 29, 34 Oregon Av.

Brushmakers No. 1, 2606 Frink St.

Billposters and Billers, 458 West Randolph St.

Butcher Workmen (Casing Workers) No. 158, 3071 Broad St.

Butcher Workmen (Cattle) No. 87, 4139 Wallace St.

Calumet Joint Labor Council, 10815 Michigan Av.

Carpenters and Joiners No. 1, room 507, 56 5th Av.

Carpenters and Joiners No. 10, 6324 Rhodes Av.

Carpenters and Joiners No. 13, 228 Marshfield Av.

Carpenters and Joiners No. 14, 22 Emma St.

Carpenters and Joiners No. 21, 1384 Ogden Av.

Carpenters and Joiners No. 58, 2107 North Hermitage Av.

Carpenters and Joiners No. 62, 7337 Green St.

Carpenters and Joiners No. 70, 2161 38th Pl.

Carpenters and Joiners No. 141, 7520 Adams Av.

Carpenters and Joiners No. 181, 1141 North 43d Av.

Carpenters and Joiners No. 271, 9056 Dauphin Av.

Carpenters and Joiners No. 242, 5421 Shields Av.

Carpenters and Joiners No. 272, 65 West 15th St., Chicago Heights.

Carpenters and Joiners No. 416, 750 North Lawndale Av.

Carpenters and Joiners No. 419, 466 Hastings St.

Carpenters and Joiners No. 521, 1263 West Polk St.

Carpenters and Joiners No. 1307, 513 Lunt Av.

Carpenters and Joiners No. 1367, 1612 West 23d St.

Carpenters and Joiners No. 1784, 1126 West 12th St.

Carpenters and Joiners No. 1786, 302 West 18th St.

Carpenters and Joiners No. 1922, 6352 Parnell Av.

Carpenters and Joiners (Amalgamated), 30 Abbott Ct.

Car Workers No. 11, 5227 Emerald Av.

Carriage and Wagon Workers No. 4, 5942 Calumet Av.

Caulkers Union No. 1, 7148 Greenwood Av.

Cement Finishers No. 2, 3660 South Paulina St.

Cement and Construction No. 4, 248 South Green St.

Cement Workers No. 29, 138 19th Av., Melrose Park.

Cement Workers No. 30, 138 De-Koven St.

Chicago Trades Union Label League, 5634 Laffin St.

Cigarmakers No. 14, 198 East Madison St.

Cigar Packers No. 227, 1458 North Halsted St.

City Firemen's Association, Room 414, 140 Dearborn St.

Clerks (Retail), 219 Sebor St.

Clerks (Retail) No. 1166, 390 West 18th St.

Cloth Hat and Cap Makers, 357 Maxwell St.

Conduit Trench Laborers No. 12285, 365 West Harrison St.

Coopers' Union No. 1, 5634 Laffin St.

Coopers' Union No. 15, 139 Park Av.

Coopers' Union No. 94, 223 Blue Island Av.

Coopers' Union (Tank) No. 193, 501 North Ridgeway Av.

Drain Layers and Helpers No. 12534, 2630 Lowe Av.

Egg Inspectors, 146 South Water St.



Electrical Workers No. 9, 875 North California Av.  
 Electrical Workers No. 49, 764 Lincoln Av.  
 Electrical Workers No. 134, 275 La Salle St.  
 Electrical Workers No. 282, 5321 South Wood St.  
 Electrical Workers No. 376, 212 South Halsted St.  
 Elevator Conductors and Starters, 5928 Lafayette Av.  
 Federal Labor Union of Burnside No. 10829, 9438 Cottage Grove Av.  
 Firemen, Stationary, 198 East Madison St.  
 Flat Janitors, 261 East 63d Pl.  
 Freight Handlers No. 1, 212 South Halsted St.  
 Freight Handlers No. 2, 212 South Halsted St.  
 Freight Handlers No. 3, 27 Cherry Pl.  
 Freight Handlers No. 4, 212 South Halsted St.  
 Freight Handlers No. 8, 1195 North 42d Av.  
 Freight Handlers and Railway Clerks No. 9, 1614 Carroll Av.  
 Freight Handlers and Railway Clerks No. 73, South Jefferson St.  
 Freight Handlers and Railway Clerks No. 74, 434 La Salle Av.  
 Freight Handlers and Railway Clerks No. 75, 1807 North Av.  
 Freight Handlers and Railway Clerks No. 85, 592 East 43d St.  
 Freight Handlers and Railway Clerks No. 86, 1411 Avondale Av.  
 Freight Handlers and Railway Clerks No. 101, 2887 Monroe St.  
 Freight Handlers and Railway Clerks No. 125, 545 South 42d Av.  
 Freight Handlers and Railway Clerks No. 100, 537 South Leavitt St.  
 Freight Handlers and Railway Clerks No. 123, 1642 North Robey St.  
 Gardeners and Florists No. 10615, 333 West Harrison St.  
 Garment Workers (Custom C.) No. 21, 134 East Van Buren St., room 202.  
 Garment Workers (Clothing C.) No. 61, 275 La Salle St.  
 Garment Workers (Shirt and Overalls) No. 96, 706 West Polk St.  
 Garment Workers No. 150, 275 La Salle St.  
 Garment Workers (Examiners and Basters) No. 194, 154 East Van Buren St., room 202.  
 Garment Workers (S. O. C. M.) No. 232, 538 Carroll Av.  
 Garment Workers (S. O. C. M.) No. 235, 275 La Salle St., room 418.  
 Garment Workers (S. O. C. M.) No. 236, 1552 Alden Av.  
 Gas and Electric Fixture Hangers No. 381, 4436 Langley Av.  
 Gasfitters No. 250, 1492 Congress St.  
 Glove Workers No. 4, 625 North Leavitt St.  
 Glove Workers No. 18, 1421 East Wolfram St.  
 Grocery Employes (Wholesale), 3019 South Park Av.

Hod Carriers No. 4, 736 West 47th St.  
 Horseshoers No. 4, 53 South 48th Ct.  
 Horse Nail Makers No. 7180, 662 West 20th St.  
 Hair Spinners No. 10399, 3053 Lock St.  
 Hat Finishers' Association No. 9, 1527 North Troy St.  
 Hoisting Portable Engineers, 1583 North Francisco Av.  
 Iron Molders No. 233, 136 South Halsted St.  
 Iron Molders (Bench) No. 239, 136 South Halsted St.  
 Iron Workers (Bridge and Structural) No. 1, 144 West Madison St.  
 Janitors (Flat) No. 12361, 1588 Jackson Blvd.  
 Laundry Workers No. 192, 3417 Vernon Av.  
 Litho Apprentices and Press Feeders No. 2, 377 Cleveland Av.  
 Lithographers' Union No. 4, 39 Jackson Pl.  
 Machine Printers and Color Mixers, 296 East Ohio St.  
 Machinists (Progressive) No. 126, flat 7, 182 North Mozart St.  
 Machinists (Unity) No. 134, 1138 Nelson St.  
 Machinists (Bellamy) No. 208, 1540 West 34th Pl.  
 Machinists (Liberty) No. 229, 571 West Erie St.  
 Machinists (Reliable) No. 253, 601 South Springfield Av.  
 Machinists (Freiheit) No. 337, 1307 Cornelia Av.  
 Machinists (La Salle) No. 338, 64 Humboldt Blvd.  
 Mailers' Union No. 2, 77 South Morgan St.  
 Marble Workers No. 67, 2651 39th St.  
 Marine Cooks' Union, 242 South Water St., room 4.  
 Marine Firemen, Oilers and Water-tenders' Association, 63 East Kinzie St.  
 Metal Polishers No. 6, 122 West Lake St.  
 Musicians No. 10, 134 East Van Buren St., room 1.  
 Municipal Water-Pipe Layers, 250 Homer St.  
 Piano Workers No. 1, 256 Vine St.  
 Park Attendants and Janitors, 5301 Marshfield Av.  
 Painters and Decorators No. 396, 6548 Evans Av.  
 Paperhangers No. 584, 881 Monroe St.  
 Patternmakers, 144 West Madison St.  
 Photoengravers, rooms 510-511, 275 La Salle St.  
 Photographic Employes No. 12028, 657 Racine Av.  
 Plumbers' Association, 171 Washington St.  
 Postoffice Clerks No. 8703, 6421 Champlain Av.  
 Web Pressmen No. 7, 1184 Grenshaw St.



Pressmen No. 3, 263 La Salle St., room 332.  
 Printers' Roller Makers No. 10638, 1221 42d Ct.  
 Seamen's Union, 143 West Madison St.  
 Sheet Metal Workers No. 73, 202 East Washington St.  
 Sheet Metal Workers No. 115, 1833 North Central Park Av.  
 Shipwrights, Joiners and Caulkers, 36 Winthrop Ct.  
 Sprinkler Fitters No. 281, 979 West Van Buren St.  
 South Chicago Trades and Labor Assembly, 10436 Avenue J.  
 Spring Workers (United), 282 South Claremont Av.  
 Sewer Cleaners and Repairers, 153 South Desplaines St.  
 Steam Engineers No. 3, 133 South Clark St., room 14.  
 Steam Engineers No. 143, 868 South Spaulding Av.  
 Steam Fitters' Protective Association No. 2, 275 La Salle St., room 202.  
 Steam Pipe and Boiler Coverers, postoffice box 641.  
 Steam Shovel and Dredgemen, 134 Monroe St.  
 Stove Mounters, 845 West Chicago Av.  
 Stone Pavers No. 11349, 339 Center Av.  
 Suspenders Workers, 1717 Sherman Pl.  
 Stable Employees No. 10041, 10 South Clark St.  
 Subpaving Inspectors, 193 North Ridgeway Av.  
 Stereotypers No. 4, 665 Osgood St.  
 Switchmen's Union No. 36, Hollenden Hotel, 61st St. and Wentworth Av.  
 Switchmen's Union No. 58, 928 West 13th St.  
 Switchmen's Union No. 79, 5229 Union Av.  
 Switchmen's Union No. 117, 20 Oakley Av.  
 Switchmen's Union No. 199, 657 South Morgan St.  
 Tailors No. 5, 10 South Clark St.  
 Teachers Federation, 79 Dearborn St., Unity Bldg.  
 Teamsters (Cab Drivers) No. 174, 145 East Randolph St.  
 Teamsters (Truck Drivers) No. 705, 39 Market St.  
 Teamsters (Express and Delivery) No. 707, 12 South Clark St.  
 Teamsters (Packing House), 4934 Princeton Av.  
 Teamsters (Laundry Drivers) No. 712, 659 West Lake St.  
 Teamsters (Brick and Sand) No. 716, 4641 Robey St.  
 Teamsters (Soda and Mineral) No. 723, 642 Flournoy St.  
 Teamsters (Parcel Delivery D.) No. 725, 171 East Washington St., room 503.  
 Teamsters (Sanitary) No. 726, 10 South Clark St.  
 Teamsters (Park B. and D.) No. 733, 3147 Wentworth Av.

Teamsters (Bakery) No. 734, 118 5th Av., room 2.  
 Teamsters (Bottle Beer) No. 744, 171 East Washington St.  
 Teamsters (Keg Beer) No. 748, 171 East Washington St.  
 Teamsters (Milk Delivery) No. 753, 116 and 118 5th Av.  
 Telegraphers (Commercial), 324 Dearborn St., room 930.  
 Telegraphers (Railroad Division) No. 91, 263 La Salle St., room 550.  
 Theatrical Employees, 353 South State St.  
 Tugmen's Protective Association (Licensed) No. 2, 242 South Water St., room 1.  
 Tug Firemen-Linemen's Protective Association No. 1, 242 South Water St., room 4.  
 Typographical No. 9, 446 Webster Av.  
 Typographical No. 16, 275 La Salle St.  
 Tuck Pointers and Front Cleaners, 3023 South 42d Av.  
 Upholsterers No. 111, 45 Maud Av.  
 Upholsterers No. 24, 145 East Randolph St.  
 Watchcase Engravers, 671 Sedgwick St.  
 Watchcase Makers, 1512 Ogden Av.  
 Water-Pipe Extension Laborers No. 12093, 5043 South Hermitage Av.  
 Waiters No. 336, Hyman Bldg., northwest corner South Water and Clark Sts., room 23.  
 Waitresses' Union No. 484, 167 Dearborn St., room 413.  
 Wax and Plaster Modelmakers No. 11438, 962 North 41st Ct.  
 Well Drillers and Levermen's Union, 6603 South May St.  
 Women's Union Label League, 565 Dickens Av.  
 Women's Trade Union League, 275 La Salle St., room 503.  
 Woodworkers No. 1, 1615 Welling-ton St.  
 Woodworkers No. 7, 730 North Campbell Av.  
 Wood, Wire and Metal Lathers No. 74, 304 Austin Av.

**Lake Bluff.**—Lake Bluff is thirty miles from Chicago and has a population of 490. A large Naval Training Station is being situated here and about \$3,000,000 is being expended in the construction work. The buildings are of brick with terra cotta trimming, and all important buildings are of fireproof construction, concrete floors and steel beams. The buildings will be ready to receive recruits by July, 1909, and the station will be completed about 1910.

**Lake Forest.**—Lake Forest is twenty-eight miles from Chicago and has a population of 2,215. This

is one of Chicago's oldest suburbs and its residents have for many years been popular in the social affairs of Chicago. Lake Forest is located on a bluff one hundred feet above Lake Michigan. It is the seat of Lake Forest University, and of Ferry Hall Seminary. The School of the Sacred Heart, one of the largest girls' colleges, is also located here.

**Lake and River Frontage.**—Chicago has a frontage on Lake Michigan of twenty-two miles and a river frontage of about fifty-eight miles (both sides), twenty-two and one-half miles of which are navigable. There are three lakes within the city limits, covering an area of about 4,095.6 acres, as follows: Calumet Lake, 3,122 acres; Hyde Lake, 330.8 acres, and that portion of Wolf Lake lying within the city limits, 624.8 acres. Calumet and Wolf lakes are navigable. The other lakes have a depth of water varying from four to eight feet. Big and Little Calumet Rivers penetrate the extreme southern part of the city.

**Large Building Permits of the Year.**—The principal building permits issued in Chicago last year are as follows:

People's Gas Light and Coke company building .....	\$2,500,000
Blackstone Hotel .....	1,500,000
Building 246 Michigan Av..	500,000
Commonwealth Edison Company power plant.....	750,000
Morris & Co., warehouse...	700,000
Chicago Dock and Canal Company, warehouse....	425,000
Chicago Railways Company, car barn .....	450,000
Marius & Co., storage.....	400,000
Spaulding-Merrick Company, factory .....	330,000
Additional stories to Republic Building .....	350,000
Hirsch, Wickshire & Co., building .....	286,000
Chicago City Railway, car barn .....	250,000
Chicago City Railway, car barn .....	235,000
Arthur Dixon Company....	250,000
M. Born & Co., factory....	214,000
Scully Steel and Iron Company .....	300,000
Johnson Chair Company, factory .....	200,000
Washington Porter, Fifth Av. store building.....	175,000

E. S. Hunter, store building, Madison St. ....	\$ 160,000
Seventh Regiment Armory.	155,000

**Laundries.**—Chicago has some 300 establishments giving employment to many thousands of people. Many of the larger laundry firms do a tremendous business each year. All of them do a house-to-house business, and every barber shop in the city with few exceptions represent one or another of the great laundering firms. These laundries are splendidly equipped for their purposes and the class of work done.

## LAW COURTS.

### COUNTY COURTS.

Superior Court (Common Law), County Building.

Circuit Court (Common Law), County Building.

County Court, County Building.  
Criminal Court, Criminal Court Building, Michigan street and Dearborn avenue.

Probate Court, County Building.  
Juvenile Court, 200 Ewing street.

### STATE COURT.

Appellate Court (First District of Illinois), Ashland Block.

### FEDERAL COURT.

(Departments of Justice.)

Circuit Court of Appeals for the Seventh Circuit, Indiana, Illinois and Wisconsin, Federal Building.

### DISTRICT COURTS.

Northern District Illinois, Federal Building.

Southern District Illinois, Federal Building.

### CITY COURT.

Municipal Court, 148 Michigan avenue.

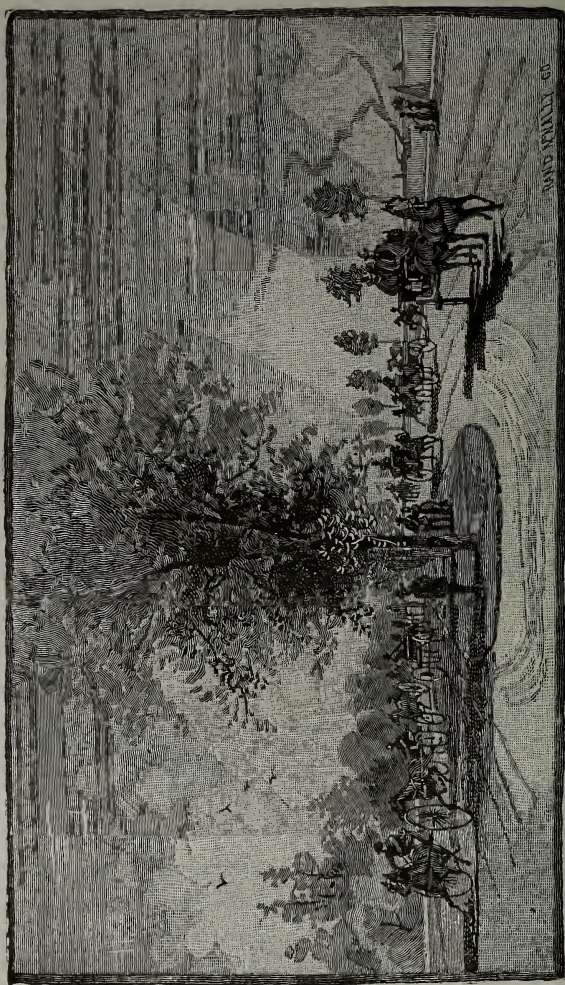
### CIVIL BRANCHES.

First District, 148 Michigan avenue.

Second District, 8855 Exchange avenue.

### CRIMINAL BRANCHES.

First District — Harrison, Des Plaines, Maxwell, Hyde Park, Logan Square, Thirty-fifth street. Sheffield avenue, Englewood, West Chicago avenue and Chicago ave-



LAKE SHORE DRIVE, LINCOLN PARK.



nue police stations and Criminal Court Building.

Second District—South Chicago Police Station.

**Law and Order Leagues.**—Anti-Saloon League of Illinois, 1534, 164 Dearborn street.

Chicago Law and Order League, 1005, 153 La Salle street.

Citizens' League of Chicago for the Suppression of the Sale of Liquor to Minors, 801, 59 Clark street.

Englewood Law and Order League, 153 La Salle street.

Hyde Park Protective Association, 1005, 153 La Salle street.

**Learned Societies.**—Chicago Academy of Sciences, Lincoln Park.

Chicago Architectural Club, 84 Adams street.

Chicago Astronomical Association, 48 Bellevue place.

Chicago Bar Association, Library rooms, 134 Monroe street.

Chicago Chapter of the Bibliographical Society of America, Chicago Public Library.

Chicago Historical Society, Dearborn avenue and Ontario street.

Chicago Library Club, University of Chicago, Field Museum.

Chicago Philatelic Society, 3820 Langley avenue.

Fortnightly Club of Chicago.

Geographic Society of Chicago.

Illinois Chapter of the American Institute of Architects, 1112, 138 Washington street.

Western Society of Engineers, 1737 Monadnock block.

**Leather Goods, Saddlery, Etc.**—

The manufacture of leather goods, saddlery and harness has risen to vast proportions in Chicago within the last twenty-five years. The value of goods of this description manufactured in Chicago annually reaches nearly \$20,000,000. This is, of course, exclusive of the value of the boots and shoe product which in Chicago last year reached the enormous total of \$135,624,000. The value of saddles, harness and trunks made here last year was \$7,550,000, while that of leather

goods of other descriptions handled by the retail trade in all parts of the country amounted to \$11,500,000. Every article known to the art is made by these concerns. The leather used in their manufacture is supplied by the vast number of Chicago tanneries, of which the output last year reached \$15,000,000 in value.

**Leiter Building.**—This immense building which is located on State street, between Van Buren and Congress streets, is certainly an imposing edifice. It was completed in the spring of 1892. The structure occupies just half a block, the frontage being 402 feet on State street and 144 feet each on Van Buren and Congress streets. Its height is eight stories. Its cost was \$1,500,000.

**Lewis Institute Library.**—West Madison and Robey street. The Lewis Institute Library consists of about 16,000 volumes and 2,500 pamphlets. The public is invited to use the library for reference, but books are loaned only to instructors and students of the institute. Throughout the school year the library is open from 8 a. m. to 5:30 p. m. daily except on Saturday, when it closes at 3 p. m.; during the session of the night school the library is also open from 6 a. m. to 9:30 p. m.

**Lexington Hotel.**—This magnificent ten-story hotel is located in a fashionable section of the city—northeast corner of Michigan boulevard and Twenty-second street. Viewed from an architectural standpoint, the Lexington easily out-rivals many of the more pretentious houses in the down town district. The register of this splendid hostelry presents many autographs of the notables of this, as well as other lands. The Lexington is the acme of excellence in all departments and the aim and object of the management is at all times to cater not alone to the necessities of its guests, but to their pleasure and comfort as well.



A brief sojourn at this grand hotel is calculated to contribute to the social side of life, and leave impressions that business places, where the traveling public eat and sleep, will never eradicate. Conducted on the European plan. Owned and operated by the Interstate Hotel Company. Mr. E. K. Criley, president. Mr. T. M. Criley, vice-president and manager.

### Libraries.

Academy of Science Library, Lincoln Park.

Altunea Art Library, 1223 Masonic Temple.

Armour Institute, 33d St. and Armour Av.

Ashland Block Law Library, 819, 59 Clark St.

Chicago Christian Science Reading Room, 308, 6 Madison St.

Chicago Historical Society Library, 142 Dearborn St.

Chicago Law Institute, Fort Dearborn Bldg.

Chicago Public Library, Washington, Randolph and Michigan Av.

Chicago Theosophical Society, 26 Van Buren St.

Church Club Library, 510 Masonic Temple.

Columbus Medical Library, 1405, 103 State St.

Evanston Public Library, City Hall, Evanston, Ill.

Fields' Columbian Museum Library, Jackson Park.

Free Reading Room of the Chicago Hebrew Mission, 497 South Halsted St.

Garrett Biblical Institute Library, Evanston, Ill.

Gary Library of International Law, 87 Lake St.

Hammond Library, 43 Warren Av.

John Crerar Library, 67 Wabash Av.

Lewis Institute Library, West Madison and Robey Sts.

Newberry Library, Walton Pl., between North Clark and Dearborn.

Pullman Public Library, 77 Arcade Bldg., Pullman.

Ryerson Library, Art Institute.

Skeels-Lynn O. Library, 807, 203 Michigan Av.

South Chicago Public Library, 93d and Huston Av.

St. Ignatius Library, 413 West 12th St.

Temperance Reading Room, 5605 South Halsted St.

Theosophical Society Library, 24, 26 Van Buren St.

Union Catholic Library Assn., Garfield Blvd. and Wentworth Av.

University of Chicago Library, 58th and Ellis Av.

Virginia Library, 326 Belden Av.

Western New Church Union Book Room, 501 Masonic Temple.

Western Society of Engineers, 1737 Monadnock Bldg.

Western Theological Seminary Library, 113 Washington Blvd.

Woman's Exchange of Woodlawn, 413 East 63d St.

Young Men's Christian Association Reading Room, 153 La Salle St., 542 West Monroe St., 428 Garfield Blvd., 5701 Rosalie Ct., 169 Plymouth Ct., 60 North 41st Av., West 51st cor. St.

Louis Avs., 11022 Michigan Av., 2431 Dearborn st., 3312 Dearborn St., 81 Ashland Blvd., Dearborn cor. Lake, West Congress cor. Honore, 57th cor. Ellis Av., 284 53d St., North Canal cor. West Kinzie, Ravenswood.

Y. M. C. A. Assn. (Scandinavian) Rooms, 200 Grand Av.

### LICENSE RATES.

Per Year Unless Otherwise Specified.

#### Amusements—

Circus and menageries (seating 1,500 or more), per day.	\$300.00
Circus (seating less than 1,500), per week.	50.00
Circus (in licensed building), per day.	100.00
Menageries (seating 1,500 or more), per day.	200.00
Menageries (seating less than 1,500), per week.	50.00
Menageries (in licensed buildings), per day.	100.00
Theaters, first class.	500.00
Theaters, second class.	300.00
Theaters, third class.	200.00
Lectures, art exhibitions, etc.	200.00
Concerts.	100.00
Entertainments, general.	500.00
Hall for dance, bazaar, etc., \$25 to.	100.00
Side shows, concerts, etc. (under canvass), per day.	10.00
Penny arcades, mutoscope parlors, etc.	200.00
Exhibitions of moving pictures (except in arcade), per day.	10.00
Baseball parks, athletic fields, (seating 3,000 or more).	300.00
Baseball parks, athletic fields, etc. (seating less than 3,000).	100.00
Baseball games, etc. (not in licensed park), per day, \$10 to.	50.00
Itinerant shows, per month.	10.00
Horse and stock shows, etc., per day.	10.00
Merry-go-rounds, per day.	2.00
Roller coasters, per day.	50.00
Amusement parks, per week.	50.00
Musical entertainments in "summer gardens," per week.	20.00
Fireworks exhibition, per day.	50.00
Acetylene gas, storage of.	300.00
Auctioneers.	300.00
Auctioneers, special sales, per day.	10.00
Automobiles, public passenger (on stands), \$2.50 to.	5.00
Automobiles, seating two persons ("wheel tax").	12.00

Automobile trucks, buses and coaches ("wheel tax").....	\$ 30.00
Automobiles, seating more than two persons ("wheel tax") .....	20.00
Automobiles, State fee.....	2.00
Bakeries .....	5.00
Bathing beaches, etc.....	15.00
Billiard and pool tables, each .....	5.00
Bill posting, with wagons...	100.00
Bill posting, without wagons .....	25.00
Boarding stables .....	10.00
Boats, \$2, \$10 and.....	25.00
Bowling alleys, each.....	5.00
Brewers and distillers.....	500.00
Brokers .....	25.00
Butchers .....	15.00
Cabs, public .....	1.00
Cars, elevated railway, each.....	50.00
Cartridges and shells, \$10 and Chauffeurs .....	25.00
Cigarette dealers.....	1.00
Coupes, public.....	100.00
Deadly weapons, to purchase, own or borrow.....	1.00
Deadly weapons to sell, loan or give away.....	No fee
Detective agencies .....	25.00
Dispensaries .....	100.00
Dogs .....	20.00
Drivers of public passenger vehicles .....	2.00
Drug stores .....	1.00
Fishmongers .....	5.00
Garages .....	15.00
Gunpowder and explosives, sale of .....	25.00
Hacks, public .....	2.50
Hospitals .....	100.00
Hotels .....	15.00
Ice dealers, retail.....	10.00
Junk dealers .....	50.00
Junk wagons, each.....	10.00
Liquors, malt, wholesale.....	50.00
Liquors, malt and vinous, in amusement halls (by special permit), per day.....	6.00
Livery stables .....	10.00
Lumber dealers .....	100.00
Marriages, county .....	1.50
Milk dealers .....	10.00
Milk peddlers, per wagon...	10.00
Moving picture operators...	10.00
Nurseries .....	10.00
Omnibuses, public .....	2.50
Pawnbrokers .....	300.00
Peddlers—Basket .....	10.00
Pack .....	15.00
Push cart .....	25.00
Wagon, each.....	50.00
Oil, per wagon.....	50.00
Wood, per wagon.....	10.00
Poulterers .....	15.00
Rendering establishments...	300.00
Rendering tanks, each.....	20.00
Restaurants .....	15.00
Roofing .....	10.00
Runners .....	12.00
Saloons .....	1,000.00
Scavengers, offal .....	100.00
Scavengers, night .....	50.00
Scavengers, private, per wagon .....	5.00
Second-hand dealers .....	50.00
Shooting galleries .....	25.00
Soap factories .....	150.00

Stables, sale .....	\$ 25.00
Tanneries .....	50.00
Undertakers .....	10.00
Vehicles ("wheel tax")—	
One-horse .....	5.00
Two-horse .....	10.00
Three-horse .....	15.00
Four-horse .....	25.00
Six-horse, or more.....	35.00
Weighers, public .....	10.00
Workshops .....	2.00

**Life and Fire Insurance.**—Receiving more than \$100,000,000 in premiums from its tributary territory, annually, Chicago is a large fire, life, casualty and marine insurance center. With its vast number of insurance offices and with more than 60,000 agents reporting to their headquarters in this city, Chicago owes much of its financial power to these great concerns.

Every fire insurance company in the world is represented in Chicago. The business in the West, as far as the Rocky Mountains, and from the Canadian border to the Gulf of Mexico, is handled from this city. This means that the premium on every policy written by agents within this territory is remitted to Chicago. Recently, however, the business done on the Pacific coast and in Canada has begun to drift to this center, so that within a few years the premiums from this adjacent territory will serve to swell the Chicago receipts to enormous proportions.

All the great life insurance companies in the world are represented in Chicago and the local offices do a combined business of enormous proportions each year. The insurance written in 1908 was largely in excess of the figures of the preceding year, and as the premiums collected in western territory passed almost wholly through the Chicago offices, they assisted in swelling the financial showing of Chicago last year materially.

The assets of the legal reserve companies, all of which have local representation, are estimated at \$3,500,000,000. With a reserve of \$3,000,000,000 and surplus of \$300,000,000. Payments to policyholders last year approximated \$350,000,000, of which \$230,000,000 was



LINCOLN MONUMENT, LINCOLN PARK, CHICAGO.



for death claims and endowments, \$70,000,000 for surrender values, and \$50,000,000 for dividends to policy holders.

Several of the largest casualty and miscellaneous insurance companies in the world are located in Chicago. Casualty insurance is comparatively a new departure in the insurance field, but it already is a thriving youngster.

Of the 124 casualty companies operating in this country, fully one-half were organized within the past seven years. These companies, nearly all of which are represented in Chicago, have a combined capital of more than \$50,000,000 and assets aggregating \$175,000,000. The total income of the casualty companies in this country last year aggregated nearly \$100,000,000.

The Chicago casualty companies will write court, contract and automobile bonds; plate glass insurance, burglary insurance, insurance against disability by fly wheel explosions, and your health may be insured for a term of years. By the payment of a small premium, landlords will be insured against liability imposed upon them by law. The list includes also insurance on team, sprinkler leakage, workmen's wages, registered mail, public liability, dentists' and physicians' liability. Automobiles and bicycles may be insured against theft for a nominal sum.

**Lincoln Monument.**—The heroic statuary in bronze of Abraham Lincoln, by the late Augustus Saint Gaudens, is located near the south end of Lincoln Park.

It is mounted on a granite pedestal placed in a circle of the same material. This work is a masterpiece and is so regarded by the art world. The visitor to Chicago should see this, the best representation and likeness of the great war president.

**Lincoln Park.**—The Lincoln Park system is located within the Lincoln Park district, which was established by Act of Legislature

February 8, 1869. This district is bounded by the river on the south and west and Devon avenue and the lake on the north and east. The district comprises 122,008 acres and has a population of 440,262. The maintenance and improvement of the park system is taken care of by taxes assessed upon the district. The park system consists of 328 acres of improved park land, together with ten miles of boulevard.

Lincoln Park is the third oldest park in Chicago, having been established in 1869. It covered at that time 155 acres. The government of the park system is vested in a commission appointed by the Governor and confirmed by the State Senate, which commission has exclusive control, subject only to the state, within the boundaries of the park system, with the exception only that in cases where city streets have been surrendered to the Commissioners for park boulevards the city has usually reserved the right to alter, repair or extend its water and sewerage system. Bonds for improvements or extension purposes can be issued upon the two towns forming the Lincoln Park district by the consent of the voters.

Lincoln Park is one of the most popular parks in the city on account of its unusual length of lake shore and the many attractions which it contains. Its boulevard system covers the main arterial way along the Lake Shore from the Chicago River to Foster avenue, a large portion of which distances is supplied with parking.

Among the most notable statues in the park is St. Gauden's statue of Lincoln, which faces Dearborn avenue entrance. This was bequeathed to the park commissioners by Mr. Eli Bates, and cost \$50,000. It is considered one of the best of St. Gauden's efforts, and deserves well earned praise. Among other statues are those of Shakespeare, Franklin, Linne, Schiller, Grant, La Salle and Hans Andersen. Besides these are the Indian



group in bronze and "The Signal of Peace." A notable work of St. Gaudens' in the form of a fountain is also in the flower parterre south of the conservatories. The conservatories consisting of building 168 feet by 70 feet, with extensions for fernery and show houses has a continual exhibit of flowers throughout the year, the most notable being those of the chrysanthemums and orchids in the winter, which attract thousands daily.

The zoölogical department has on exhibition 1,200 animals and birds, forming a comprehensive study of the two great orders.

The park is undulating in surface, advantage being taken of the natural sand dunes which were once formed along the lake shore. The two inland lakes offer space for boating and skating. The enclosed lagoon along the lake shore facilitates the sport of shell racing and forms an anchorage for scores of motor boats.

At present active work is being carried on in the extension of the park system, three playgrounds in the densely populated part of the park district have been constructed in which are located neighborhood centers buildings containing baths, gymnasiums, assembly halls, club rooms, lunch rooms, together with outside facilities for gymnasiums and recreation purposes. The installation of these grounds has been brought about only by acquiring costly land and the wrecking of buildings which previously stood upon the sites. These playgrounds are having an annual attendance of over a half million people each.

Land is being chosen for other grounds along similar lines in other parts of the district. Beside this work of extension an addition to Lincoln Park proper is being made by filling in the submerged shallows along the lake shore out to a distance of 1,600 feet, thereby forming 185 acres of land in which will be constructed a yacht harbor 50 acres in extent, a bathing beach

2,500 feet long, protected by an island 1,600 feet off shore. Bathing facilities will be furnished in the way of a huge bath house.

All the activities in the park are entirely free to the people, with the exception of the rental of the boats and toboggans and the cost of food in the restaurants.

Lincoln Park is supplied with numerous halls, restaurants, cafes, etc., for the convenience of the public. The lawn spaces are thrown open to the use of the public at all times without restriction. All sports other than those of a dangerous nature are allowed entirely without fees.

**Linne Monument.**—The monument erected to the memory of Carl von Linné, the great naturalist, by the Swedish societies of Chicago, was unveiled with appropriate ceremonies, May 23, 1891. This monument stands at the foot of Fullerton avenue in Lincoln Park, and is an exact reproduction of the famous Linné monument in Stockholm, Sweden. The figure is of bronze, the work of Dyreman, the Swedish sculptor, and was modeled by Gustav Mayer, of Stockholm. It is sixteen feet high, resting on a granite pedestal thirty-eight feet high. The famous botanist is presented in the national costume which he wore during his wanderings through the green fields and woods of his native country. In his left hand he holds a book and the *Linnaea borealis*, the flower to which he gave his name.

**Liquor Trade.**—The liquor trade of Chicago is one of the most important features of its industrial life. The manufacture of spirituous liquors and the brewing of beer reach mammoth proportions each year, and the output is of a quantity sufficient to place Chicago in the front rank of cities catering to the wants of humanity in this regard.

The manufacture of beer last year reached \$13,250,000 in value, while the output of the maltheuses

amounted to \$3,050,000. The distilleries produced liquor of the value of \$17,000,000. The entire output showed a small decrease from the figures of the preceding year, due to the effects of the financial depression.

In the competition for popular favor, beer has been selected by the public as its favorite beverage, both in summer and winter. And although the public may have been guided in making this selection by the knowledge that of all alcoholic beverages beer is the mildest, averaging only about 3½ per cent of alcohol, it may not be known that water, and sterilized water at that, while the rest of the ingredients consist of nutritious extracts contained in no other beverage; and further, it may be astonishing to learn that an ample supply of pure potable water is the first essential of all good beer.

**Lisle.**—Lisle is 24.5 miles from Chicago, and has a population of 100. St. Procopius College, a Roman Catholic institution, is located two miles from here. It has about 100 students. This is also a very interesting little place, where many Chicago people go with their families for a day's outing in the woods.

**Live Stock Market.**—Since 1900, there has been marketed and sold in Chicago a yearly average of over 16,000,000 animals, exceeding \$300,000,000 in value, or about one-half the total combined receipts of the six principal live stock markets of the United States, which means that a daily average of over 1,000 carloads of live stock of an average value exceeding \$1,000 per carload, or an average of more than \$1,000,000 worth of animals, are disposed of every business day of the year on the Chicago live stock market.

During 1907, Chicago received (including 513,000 hogs received direct by down-town packers) live stock valued at \$326,540,639. In a single day, February 10, 1908, the Chicago Union Stock Yards re-

ceived 150,357 animals, including a record run of 87,716 hogs, valued at over \$3,000,000. All were handled promptly, and so great is the demand for meats and live stock of all kinds at Chicago that practically all were sold on day of arrival at only a slight reduction in prices, followed by advancing markets and full ordinary receipts during the next two days.

These figures represent the business of the Chicago live stock market alone. They do not represent the business of Packingtown. That is an entirely separate business, occupying a different geographical location, having an entirely distinct ownership, being conducted under separate management, and belonging to a different domain of business—viz., manufacturing—while the transactions in the Union Stock Yards proper belong to the domain of trade.

The live stock is marketed at the Yards, a large share is slaughtered and manufactured in Packingtown, and the finished product, more especially hogs, in the form of meats and lard, is to a large extent sold on the Board of Trade.

**Loan Shark Evil.**—An audit of the business conducted by six Chicago concerns that loan money on chattels and salaries was completed by a firm of certified accountants working under the direction of the Legal Aid Society. The results, which show profits ranging from 7 to 35 per cent a year, will be used in the furtherance of legislation designed by the society to alleviate the "loan shark" evil.

The examination into the actual profits and losses of the money lenders marked the culmination of a three years' search for the facts by the organization.

The law which will be sought by the society provides that no more than 4 per cent a month shall be charged for chattel and salary loans.

**Lodgings.**—The constant ebb and flow of travel to and from Chicago creates a demand for a great many



LOGAN MONUMENT—LOCATED ON THE LAKE FRONT—MICHIGAN BOULE-  
VARD AND ELDRIDGE COURT, CHICAGO.



furnished rooms. A large number of families in the respectable quarters of the city, whose incomes do not allow of the high rents, by renting out a furnished room or two, succeed in holding their position. This enables all concerned to combine reasonable price and stylish residence. For a few weeks' residence in the city, when one expects to be constantly on the "go," for either business or pleasure, this style of living offers the most liberty, with a lower rate of expense than any other method.

**Lodging Houses.**—But there are houses given up entirely to lodgers, here and there, in all the divisions of the city. The lowest class of lodging houses are in the business section of the South Side. Here the tired tramp, or "poor traveler," may sleep all night for a nickel. He who, stranded, friendless, and forlorn, at night is the possessor of 5 cents depreciated coin of the realm, can stumble down into a cellar, and by delivering up his wealth to the stony-hearted proprietor, will be allowed to climb into one of the bunks, ranged tier above tier, on either side of the yawning cavern. Here, with your unremoved clothing for mattress and coverlet, and your arm for a pillow, you can sleep the sleep of the honest poor. But it lays over "moving on" through the streets, from the falling of the night to the breaking of the day. There is at least protection from the weather, if luxurious comfort is not thrown in.

**Logan Monument.**—In Grant Park, on the Lake Front, is the fine bronze equestrian statue of General John A. Logan, statesman and soldier. This heroic work, like the Lincoln Monument, is from the hand of Augustus Saint Gaudens.

This park is near the business center of the city and the Logan Monument is located at the south end of the park and will repay an inspection by the stranger whether an art lover or not.

**Lombard.**—Lombard is 20 miles from Chicago, and has a population of 500. There are many fine homes in well-kept lawns. Lombard is also a very popular little town.

**Longwood.**—Longwood is 11.7 miles from Chicago, and has a population of 149. It has many charming homes set out in beautiful lawns; the streets are well shaded with trees and flowers.

**Luna Park.**—Located on Halsted and Fifty-second street. Halsted street surface car direct to park.

**Lunch Counters.**—Perhaps nowhere is the genuine Chicago spirit of hurry and rush more clearly revealed than at the many lunch counters of the city. There, at noontime, a crowd, which is characteristic as to numbers, rushes in, quiet and orderly, but fearfully in a hurry, and with more characteristic hurry dispatches lunches, the consumption of which averages less than ten minutes' duration. In no other city of the United States will institutions be found conducted on just the same principle as these same lunch counters. A hollow square of continuous counters; on the inside a hurrying, howling mob of white-robed waiters, and across the barrier an equally hurrying crowd of hungry business men.

The business done by some of the counters is enormous. One Clark street house feeds 5,000 people every day. Another handles 2,500, and a third modestly attempts to lunch 1,700 hungry men, between sun and sun.

**Mail.**—Get your mail in early. Over 8 per cent of the business mail sent out daily in Chicago is deposited at the postoffice or in street letter and package boxes at "closing time." The result is obvious. Postal employees are overwhelmed, mails are delayed, money is lost, and no end of trouble ensues.

In the loop district, for the accommodation of the public, are 512 letter boxes and 80 package boxes

—the best facilities of the kind in the world. The former are collected twenty-seven times daily, the latter ten times. For less than two hours in the evening these boxes are not only filled but mail is piled on top of and all about them. Stamps and even mail is stolen, the mail is delayed, and much of it is damaged by the weather. These evils result from holding mail until closing time.

Get your mail in early—and often. The postoffice has men on duty to handle it: fast trains to carry it are available throughout the day; and railway postal clerks in the earlier trains, because of their lighter loads, can give it better service.

Send your mail to the postoffice or get it into street boxes as fast as you can get it out. Begin at opening time. It pays.

**Make a Kick.**—People may not like a kicker, but it often happens that the intelligent, persistent kicker is a public benefactor.

The theater patron or church attendant who kicks about the lack of good, fresh air and demands better ventilation may be prompted by purely selfish motives, but, all the same, if, as a result of his complaints, the theater manager or the church janitor provides better ventilation, many hundreds of other people are directly benefited.

Patrons of theaters, churches and street cars should insist on protection from the terrible effects of being compelled to breathe bad air; and persistent, forceful kicking is a pretty good way to get this protection.

**Manufactures in Chicago.**—Industries in which the value of the product was less than \$100,000 not included. From report of the last census bureau:

Industry—	Value of Product
Artificial feathers and flowers .....	\$ 217,362
Artists' materials .....	404,341
Automobiles .....	324,710
Awnings, tents and sails ..	2,659,135
Babbitt metal and solder ..	1,007,297
Bags, other than paper ..	808,784

Baking and yeast powders ..	\$ 3,890,258
Belting hose, leather .....	1,055,050
Blacking .....	396,674
Bluing .....	130,523
Bookbinding blankbooks ..	2,502,776
Boots and shoes .....	5,592,684
Boxes, cigars .....	478,266
Boxes, fancy and paper ..	2,825,271
Boxes, wooden packing ..	5,952,188
Brass .....	414,402
Brass castings and finishing .....	1,882,985
Brassware .....	897,690
Bread and bakery products ..	20,653,538
Brick and tile .....	1,572,658
Brooms and brushes .....	1,048,318
Butter, reworking .....	1,501,069
Canning and preserving ..	156,760
Carpets, rag .....	212,302
Carriages and wagon materials .....	122,100
Carriages and sleds, children's .....	322,150
Carriages and wagons .....	3,953,921
Cars and shop repairs .....	11,171,554
Cars for street railroad ..	1,109,756
Cars, steam railroad .....	23,798,900
Cash registers, calculating machines .....	321,015
Chemicals .....	1,724,275
Cleansing preparations ..	259,862
Clothing, men's .....	53,230,436
Clothing, women's .....	11,636,818
Coffee and spices .....	15,563,301
Coffins, undertaking goods ..	1,297,343
Confectionery .....	6,550,183
Cooperage .....	3,084,473
Coppersmithing, sheet iron working .....	4,393,371
Cordials and syrups .....	485,926
Cork cutting .....	180,968
Corsets .....	558,694
Cutlery and edge tools ..	447,146
Dairymen's supplies .....	270,950
Dentists' materials .....	115,150
Druggists' preparations ..	1,205,626
Dyeing .....	101,919
Electrical supplies .....	16,291,546
Electroplating .....	327,058
Engraving .....	375,824
Engraving, steel .....	760,932
Engraving, wood .....	196,124
Fancy articles, not specified .....	1,649,747
Flags and banners .....	109,300
Flavoring extracts .....	1,451,654
Flour and grist mill products .....	3,919,276
Food preparations .....	3,228,835
Foundry and machine shop products .....	51,774,695
Foundry supplies .....	232,500
Fur goods .....	1,420,558
Furnishing goods, men's ..	3,502,769
Furniture .....	17,448,257
Furs, dressed .....	146,780
Galvanizing .....	103,580
Gas and lamp fixtures ..	2,257,653
Gas machines and meters ..	176,159
Glass, cutting, staining and ornamenting .....	1,309,906
Gloves and mittens, leather ..	1,511,086
Glue .....	2,318,182
Gold and silver, leaf and foil .....	222,640
Gold and silver, refining ..	1,448,276

Grease and tallow .....	\$ 2,302,938
Hairwork .....	346,264
Hand-knit goods .....	150,688
Hand stamps .....	232,906
Hardware .....	3,290,849
Hats and caps, not felt, straw or wool .....	1,027,218
Hosiery and knit goods..	1,158,526
Housefurnishing goods...	942,200
Ice, manufactured .....	349,033
Ink, printing .....	257,200
Ink, writing .....	429,052
Instruments, professional, scientific .....	519,307
Iron and steel, rolling mills .....	24,839,623
Iron and steel, bolts, nuts, washers .....	321,096
Iron and steel, doors and shutters .....	259,983
Iron and steel, forgings..	1,138,300
Iron and steel, nails and spikes .....	405,225
Jewelry .....	1,745,875
Jewelry and instrument cases .....	131,762
Labels and tags .....	324,096
Lamps and reflectors ....	227,696
Lapidary work .....	140,500
Leather goods .....	1,129,031
Leather, tanned .....	9,420,426
Lime .....	470,318
Liquors, malt .....	16,983,421
Lithographing .....	1,391,852
Looking-glass and picture frames .....	5,045,414
Lumber, planing mill prod- ucts .....	13,855,883
Malt .....	7,983,970
Marble and stone work..	2,869,176
Mattresses and spring beds .....	1,753,342
Millinery and lace goods..	4,788,212
Mineral and soda water..	1,027,646
Mirrors .....	1,179,383
Models and patterns ....	493,565
Monuments and tomb- stones .....	486,644
Mucilage and paste .....	425,047
Musical instruments, not specified .....	663,284
Musical instruments, or- gans .....	303,949
Musical instruments, pianos .....	7,260,075
Musical instrument ma- terials .....	923,702
Nets and seines .....	238,376
Oil, linseed .....	4,811,770
Oil, not specified .....	372,518
Oleomargarine .....	3,335,223
Optical goods .....	294,361
Paints .....	8,863,216
Paper goods, not specified	780,628
Patent medicine .....	9,627,664
Paving materials .....	301,015
Perfumery and cosmetics	1,108,761
Photographic materials..	754,629
Photo-engraving .....	1,324,428
Pickles and preserves....	3,703,377
Pipes, tobacco .....	114,224
Plumbers' supplies .....	3,872,804
Pottery, terra cotta, clay product .....	800,612
Printing, books and jobs..	26,200,564
Printing, music .....	579,417

Printing, newspapers and periodicals .....	\$ 21,597,388
Printing materials .....	358,710
Pumps, not steam .....	198,905
Refrigerators .....	173,924
Regalia, banners, emblems	273,966
Roofing materials .....	1,088,778
Rubber and elastic goods	2,807,589
Saddlery and harness....	1,935,660
Sausage .....	967,476
Saws .....	1,024,249
Scales and balances .....	300,794
Sewing Machines .....	350,070
Ship and boat building..	244,420
Shirts .....	1,395,539
Showcases .....	445,590
Silk and silk goods.....	735,242
Slaughtering and meat packing, wholesale....	262,586,609
Slaughtering, wholesale, not including packing..	6,994,877
Smelting and refining....	1,140,036
Soap .....	13,769,946
Soda water apparatus....	1,456,102
Sporting goods .....	622,142
Springs, steel .....	703,825
Stamped ware .....	820,173
Stationery goods, not specified .....	1,256,297
Statuary and art goods..	510,432
Steam fittings .....	1,056,422
Steam packing .....	467,585
Stencils and brands.....	130,416
Stereotyping and electro- typing .....	1,164,940
Stoves and furnaces ....	2,138,248
Structural iron work....	8,279,675
Sugar and molasses refin- ing .....	1,744,880
Surgical appliances .....	922,100
Tinware .....	2,923,368
Tobacco, chewing and smoking .....	4,229,733
Tobacco, cigars and cigar- ettes .....	6,786,889
Tools, not specified.....	498,610
Toys and games .....	269,477
Trunks and valises .....	1,958,663
Typefounding .....	808,953
Typewriters and supplies.	372,650
Upholstering and ma- terials .....	1,635,456
Varnishes .....	3,801,732
Vinegar and cider .....	617,571
Washing machines and wringers .....	117,900
Window shades and fix- tures .....	1,445,335
Wirework .....	544,914
Wood carpet .....	150,886
Wood, turned and carved	737,596
Woodenware, not specified	321,036

Total .....\$955,036,277

**Manufacturers in Chicago.**—From census bureau report: Establishments, 8,159; capital invested, \$637,743,474; number of clerks, 40,276; number of wage earners, 241,984; wages earned in year, \$136,404,696; total miscellaneous expenses, \$96,298,031; cost of materials used,



\$589,913,993; value of products, \$955,036,277.

**Manufacture of Steel.**—The knowledge that Chicago has outgrown Pittsburg in iron and steel construction prompted eastern manufacturers to turn to this end of Lake Michigan as the seat for future development of the industry. The result has been a pronounced increase in the number of manufacturing plants within the past three years. The great plant of Gary, Ind., has a capacity of 3,000,000 tons of steel, of which 900,000 tons are openhearth rails, 300,000 tons plates, 360,000 tons merchant bars and the remainder structural shapes, billets, etc. In Chicago the output of the rolling mills approximates \$125,000,000 annually, giving employment to many thousands of skilled workmen.

The recent changes in the construction of buildings of the larger type in Chicago, by which immense quantities of structural steel are employed, has given an impetus to the business of the steel mills and collateral concerns. Millions of tons of steel are used annually in the construction of beams and girders for the frames of the tall structures recently erected and in course of erection in Chicago. The annual value of this output aggregates \$75,000,000, and it is increasing largely every year.

**Maplewood.**—Maplewood is four miles from Chicago. In years gone by it was a suburb of Chicago, but with the growth of the city they have been absorbed into the municipality and now is a part of Chicago.

**Markets.**—Chicago is the great market where the Northwest disposes of her products, and to do this she subdivides the different lines which have gradually centered themselves in different quarters of the city. If a dealer wants to buy fruits or vegetables, fresh, canned or imported, he goes to South Water street. Here, in the

morning, are poured in, during the fruit season, from steamer and car, from the east, the west, the north and the south and the Pacific coast, boxes, barrels, baskets and crates of all sizes and description, and all full. They are stacked up all over the sidewalk, with just a narrow passage to squeeze through. The visitor says to himself: "Surely some of this perishable merchandise will spoil." But the commission men, who see this act repeated day after day for six months, only smile, and mentally count their gains. Two hours later the street is filled to overflowing with the express wagons of the retail dealers, and by 3 o'clock the whole mass of the daily supply of food for the city has been distributed to the groceries and meat markets all over the city. No city in the Union is better or longer supplied with early and late fruit and vegetables, and nearly all the immense supply pours through a half dozen blocks on South Water street.

**Market, Grain.**—All the grains, wheat, corn, oats, rye and buckwheat are handled by the Board of Trade operators, who buy, store and ship whatever amount may be offered by the producers at any time, summer or winter.

**Market Wagon Stand.**—The Haymarket space is now occupied by farmers, who drive in from the immediate suburbs and market their own truck from their wagons during the day, thus saving the expense of middlemen's profits. It is the only place in the city where trade is so made direct between the producer and the consumer. It is quite an interesting sight to see the amount and variety of stuff that is collected together here every day and disposed of by 2 o'clock.

**Marriage Laws.**—Marriage may be contracted without the consent of parents by males who are 21 years of age or more. This is the rule in about all the states having laws on the subject. In Arizona the age is 18. For females the age



is 21 in Connecticut, Florida, Kentucky, Louisiana, Ohio, Pennsylvania, Rhode Island, South Dakota, Virginia, West Virginia and Wyoming; 16 is the age in Arizona, Maryland and Nebraska, and 18 in the other states. Marriages contracted before the age of consent are illegal in nearly all the states.

Marriage licenses are required in all the states and territories, with the exception of New Mexico, New Jersey, New York, North Dakota and South Carolina.

Marriages between whites and negroes are prohibited by law in Alabama, Arizona, Arkansas, California, Colorado, Delaware, District of Columbia, Florida, Georgia, Idaho, Indiana, Kentucky, Maryland, Mississippi, Missouri, Nebraska, Nevada, North Carolina, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Utah, Virginia, West Virginia and Michigan.

Marriages between first cousins are prohibited in Arizona, Arkansas, Illinois, Indiana, Kansas, Louisiana, Missouri, Montana, Nevada, New Hampshire, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota and Wyoming. Step-relatives are not permitted to intermarry except in California, Colorado, Florida, Georgia, Idaho, Minnesota, New Mexico, New York, North Carolina, Oregon, Utah and Wisconsin.

**Masonic Temple.**—This splendid structure, situated at the northeast corner of State and Randolph streets, Chicago, is without question one of the most wonderful as well as one of the tallest strictly commercial buildings in the world, from the base line to the observatory deck, being 354 feet high. It was built originally as a monument to and a home for Masonry, and in furtherance of this plan many other Masonic bodies have their meeting places here. As an illustration of its magnitude, more than 550 lodge and society meetings are held in the building each month. The home office of the Knights Templars and Masons'

Life Indemnity Company and several of the largest fraternal beneficiary societies are located here. The building is tenanted throughout with the very highest order of commercial and professional concerns. This fact, coupled with its world wide reputation, makes it a most desirable point from which to advertise legitimate enterprises. The building contains its own electric light plant, which is operated every day and every night, and all day and all night. The largest safety deposit vaults in the world are located in the basement of this building. The best known, best patronized and highest class vaudeville theater in the country is located on the top floor. Here hundreds are entertained daily and nightly through the summer season with the very best attractions known to the vaudeville stage. The hydraulic elevators, of which there are fourteen, are operated from 6:30 in the morning until midnight every day in the year. In short, everything that can be found in a modern city may be found and obtained in the Masonic Temple. The business interests represented in this magnificent building are so varied that a man or woman might live within its walls for an entire year without ever going or sending outside for any necessities and very few of the luxuries of life. The building is owned by the Masonic Temple Association. The general office of the building, to which all communications may be addressed, is located in the lobby on the second floor. Over 5,000 persons have office in this building, and it is a conservative estimate to say that upwards of 30,000 persons are carried in the elevators daily. The Masonic Temple is now under the personal management of the well-known firm of Farnham, Willoughby & Co., whose affable and business-like methods have won for them the respect and admiration of the business public.

**Matters in Miles.**—The city has:  
Sewers .....1,726 miles



MASONIC TEMPLE BUILDING, STATE AND RANDOLPH STREETS.

Sidewalks .....5,200 miles  
 Streets and alleys.....1,576 "  
 Streets and alleys, unim-  
   proved .....2,675 "  
 Total streets and alleys.4,251 "

**Maywood.**—Maywood is 10 miles from Chicago, and has a population of 4,532. The location of Maywood is high and very healthful. It lies opposite River Forest on the west bank of the Des Plaines River. Around the City Hall is a very pretty park, 16 acres in extent.

### Mayors of Chicago.—

William B. Ogden.  
 Buckner S. Morris.  
 Benjamin W. Raymond.  
 Alexander Lloyd.  
 Francis C. Sherman.  
 Benjamin W. Raymond.  
 Augustus Garrett.  
 Alson S. Sherman.  
 Augustus Garrett.  
 John P. Chapin.  
 James Curtis.  
 James H. Woodworth.  
 James H. Woodworth.  
 James Curtis.  
 Walter S. Gurney.  
 Walter S. Gurney.  
 Charles M. Gray.  
 Isaac L. Milliken.  
 Levi D. Boone.  
 Thomas Dyer.  
 John Wentworth.  
 John C. Haines.  
 John C. Haines.  
 John Wentworth.  
 Julian S. Rumsey.  
 Francis C. Sherman.  
 Francis C. Sherman.  
 John B. Rice.  
 John B. Rice.  
 Roswell B. Mason.  
 Joseph Medill.  
 Harvey D. Colvin.  
 Thomas Hoynes.  
 Monroe Heath.  
 Monroe Heath.  
 Carter H. Harrison, Sr.  
 Carter H. Harrison, Sr.  
 Carter H. Harrison, Sr.  
 Carter H. Harrison, Sr.  
 John A. Roche.  
 De Witt C. Cregier.  
 Hempstead Washburne.  
 Carter H. Harrison, Sr.

John P. Hopkins.  
 George B. Swift.  
 Carter H. Harrison, Jr.  
 Carter H. Harrison, Jr.  
 Carter H. Harrison, Jr.  
 Carter H. Harrison, Jr.  
 Edward F. Dunne.  
 Fred A. Busse.

**McCoy's European Hotel.**—This hotel is located corner Clark and Van Buren streets, in the immediate vicinity of the grandest business structures that have ever been erected in this or any country. The Board of Trade, United States Custom House, Union League Clubhouse, Rock Island Railroad depot, and the terminus of La Salle street, where the great trade of Chicago enters, are only a block and a half from its doors. The hotel has 250 rooms, east, south and west front.

**McVicker's Theater.**—This theater is now in its thirty-first year of continued success. There is not, in all the country, another play house more perfect in its entirety than McVicker's, of Chicago. This magnificent theater stands unique. It combines the good qualities of other famous theaters in Europe and America with the original ideas of the veteran actor and manager practically expressed in foyer, auditorium and stage, showing the acme of excellence which the science of theater construction and equipment has attained. McVicker's is luxurious, and in decoration equals, if not surpasses, the parlor and drawing-room appointments of the most costly residences. The chairs are built for ease and comfort, while the boxes are perfect gems. The cooling apparatus for hot weather works like a charm, and the heating and ventilating is so perfect that the house is filled with fresh air continually. The magnificent pipe organ, which is a feature of this theater, is used at every performance. A selected list of special numbers is rendered weekly. This theater is located on Madison street, between State and Dearborn

streets. Only first-class attractions presented.

**Medical, Dental, Pharmaceutical and Veterinary Colleges.**

American College of Medicine and Surgery, 339 South Lincoln street.  
American Medical Missionary College, 28 Thirty-third place.  
Bennett Medical College, corner Ada and Fulton streets.  
Chicago College of Dental Surgery, corner Wood and West Harrison streets.  
Chicago Clinical School, 819 West Harrison street.  
Chicago Eye, Ear, Nose and Throat College, 206 Washington street.  
Chicago Hospital Training School for Nurses, 452 Forty-ninth street.  
Chicago College of Ophthalmology

Illinois Medical College, Washington and Halsted streets.  
Illinois Training School for Nurses, West Harrison and Wood streets.  
Jenner Medical College, 196 Washington street.  
Lakeside Hospital Training School for Nurses, 4147 Lake avenue.  
National Medical College, 531 North Wells street.  
Northwestern School of Pharmacy, Dearborn and Lake streets.  
Northwestern University Dental School, Dearborn and Lake streets.  
Northwestern University Medical School, Dearborn and Lake streets.  
Post-Graduate School, corner Dearborn and Twenty-fourth streets.  
Presbyterian Hospital School for Nurses, 277 Ashland boulevard.  
Rush Medical College, 762 W. Harrison street.

**MEAT AND FOODSTUFF INSPECTION.**

1908

**CONDEMNATIONS OF FOODSTUFFS—LBS.:**

Meats .....	1,604,220
Poultry.....	62,555
Fish.....	14,135
Canned goods.....	1,714,084
Fruits and vegetables.....	258,116
Other foodstuffs .....	59,524

Total..... 3,712,634

Condemned at Union Stock Yards—lbs. ....	1,382,214
Condemned at other places in city—lbs. ....	2,330,420

**SANITARY INSPECTIONS OF MARKETS, STORES, ETC.:**

Number found insanitary.....	6,330
Reinspections.....	5,809
Number found insanitary on reinspection.....	1,159
Law suits instituted .....	394
Amount of fines imposed .....	\$2,340

and Otology, 126 State street, room 1305.  
Chicago Homeopathic Medical College, corner South Wood and York streets.  
Chicago Ophthalmic College, 103 State street.  
Chicago Polyclinic, 176 Chicago avenue.  
Chicago Veterinary College, 2437 State street.  
College of Medicine and Surgery, 245 Ashland boulevard.  
College of Physicians and Surgeons of Chicago, Congress and Honore street.  
Dearborn Medical College, Twelfth street and Michigan avenue.  
Hahnemann Hospital Training School for Nurses, 2811 Groveland avenue.  
Hahnemann Medical College, 2825 Cottage Grove avenue.  
Harvey Medical College, 164 Dearborn street.

St. Luke's Hospital Training School for Nurses, 1416 Indiana avenue.  
University of Illinois School of Pharmacy, Michigan avenue and Twelfth street.  
University of Illinois College of Dentistry, 813 West Harrison street.  
Union College of Dentistry, Wabash avenue and Van Buren street.  
Woman's Hospital Training School for Nurses, corner Thirty-second street and Rhodes avenue.

**Melrose Park.**—Melrose Park is 11.3 miles from Chicago and has a population of 2,592. It is a manufacturing suburb, and has many pleasant homes. The Latrobe Steel Mills are located here, giving employment to a large number of men.



**Mercy Hospital.**—Located at 2537 Prairie avenue. It is conducted by the Sisters of Mercy and has for its main object the care of the sick poor, after which as many of those who are able to pay as can be accommodated. This institution, the oldest hospital in Chicago, now occupies an elegant new build-

tion of prominent physicians and surgeons.

**Messenger Service.**—There are now several companies who, for a fixed charge per month, will place an instrument in your house contained in a miniature iron box, having a small crank on the outside. By means of this you can

METEOROLOGIC DATA—YEAR 1908  
COMPARED WITH YEARS OF OBSERVATION—

	1908	For Period of Observa- tion.
<b>TEMPERATURE:</b>		
Mean temperature, year (degrees Fahr.).....	52	48.7
Highest monthly mean .....	74 (July)	77 (July '01)
Lowest monthly mean .....	27 (Feb.)	12 (Jan. '93)
Highest reached, any day.....	96	103
Lowest reached, any day.....	(Aug. 3) -2	(7-21-'01) -23
Greatest daily range.....	(Feb. 2) 36	(12-24-'72) 52
Least daily range.....	(Mar. 26) 3 (Feb. 14)	(2-8-1900) 0 (3-24-'01)
<b>PRECIPITATION:</b>		
Total yearly precipitation (inches) .....	34.8	33.4
Maximum in 24 hours.....	4.3 (Aug. 11-12)	6.2 (8-2-'85)
<b>HUMIDITY:</b>		
Relative humidity (percentage) .....	75	75
Highest relative humidity.....	81 (May)	87.5 (Jan. '93)
<b>WIND MOVEMENT:</b>		
Maximum velocity, for five minutes (miles per hour) .....	68 (May 28)	84 (2-12-'94)
Direction during maximum velocity.....	West	N.-E.
Average hourly velocity (miles).....	15	16
Prevailing direction.....	S.-W.	S.-W.
<b>SUNSHINE:</b>		
Percent of possible.....	62	58
Highest percent for a month.....	85 (Sept.)	86 (Sept. '95)
<b>BAROMETRIC PRESSURE:</b>		
Mean barometric pressure (inches) .....	30.30	
Highest.....	30.75 (Feb. 8)	
Lowest.....	29.22 (Apr. 25)	

\*Periods of observation: Temperature, precipitation, barometric pressure and humidity—39 years; Wind movement—direction 17 years, Velocity—19 years; Sunshine—15 years.

ing, constructed on the best sanitary principles and arranged to accommodate 300 patients. Its location near the lake shore is in one of the healthiest and pleasantest parts of the city. The patients are assigned to particular departments, according to the nature of their disease, which receives the atten-

summon at will a policeman, a fireman with an extinguisher, and notify the fire department, or a boy messenger in uniform, who will execute any commission you desire. These instruments are to be found at the disposal of any person in the offices of all first-class hotels and restaurants and are very con-

venient for the delivery of notes, invitations, circulars, the carrying of parcels or hand luggage, etc. The charge for messenger service is based upon the standard of 30 cents per hour, but a tariff book is furnished by the company, with each instrument, which gives the exact price of service from that point to all others in the city. The oldest of these is the American District Telegraph Company, which is a part of the Western Union Telegraph system. The main offices of the American District Telegraph are located at 159 La Salle street. There are also companies which deliver letters or circulars in quantities. (See City Directory.)

**Midlothian.**—Midlothian is 18 miles from Chicago. The Midlothian Country Club is located here and contains a beautiful clubhouse and grounds. Many members of the club have their summer homes here.

**Military Organizations.**—Illinois National Guard:

First Regiment Infantry, armory 1542 Michigan avenue.

Second Regiment Infantry, armory Washington boulevard and Curtis street.

Seventh Regiment Infantry, armory Thirty-third street and Wentworth avenue.

Eighth Regiment Infantry, armory 414 Thirty-seventh street.

Signal Corps, headquarters Second Regiment armory.

First Regiment Cavalry, 527 North Clark street.

Chicago Zouaves, headquarters Sixteenth and Dearborn streets.

Illinois Naval Reserves, headquarters 20 Michigan avenue.

**Millinery Business Tremendous.**—The manufacture of millinery goods in Chicago is one of the most important items in the commercial history of this city. The combined business of the manufacturers, wholesalers and jobbers in this line reached nearly \$19,000,000 last year, an increase of more than \$2,000,000 in two years.

There are many manufacturing

plants here in which every article known to the milliner is made by artisans, whose skill has done much to advance the interests of their employers. The lines of special articles manufactured are so extensive that they combine to make Chicago a world's market which is without a peer in any city on the globe. Retail merchants in the territory supplied by this market find it to their advantage to come to Chicago periodically to get new points of view, new samples and to meet the leaders of the industry with which they are connected.

In the manufacture of artificial flowers, Chicago does a business aggregating \$3,000,000 a year in volume. The industry is growing yearly and the demand for the Chicago product increasing day by day. This is the result of painstaking care on the part of the manufacturers, all of whom are adepts in their particular line. The artificial flower establishments in Chicago rank among the largest in the country.

**Millions for Schools.**—Chicago must spend \$9,000,000 for school buildings. Within three years that great amount of money must be used in the improvement and enlargement of old buildings and the erection of new ones. There is a reason for it. The president of the Board of Education gives it in a few easily understood words: "Chicago shows a natural increase of 5,000 children of school age every year."

The best results cannot be obtained when schoolrooms are overcrowded. There is a limit to the possibilities of the most earnest and adaptable teacher. Chicago ought to have a school system of which every citizen should be proud. To reach such a state means new buildings of approved type. It involves the enlargement of many of the present structures, architectural appearance being carefully considered. It will require \$9,000,000 and then more. But there is no way of escape. The taxpayers will not find fault with

the board of education if that body acts with wisdom, with an economy commensurate with absolute needs, and with a broadminded recognition of future problems of equal magnitude.

an almost universal extent this milk is handled on cement floors. It is cooled in vats, which pass a city inspection. Milk is put through a thorough process, which usually involves a thorough mixing, strain-

MILK INSPECTION.

(a) CITY MILK INSPECTION:	
Total samples milk and cream from all sources, during year.....	63,984
Per cent found below grade .....	4.8
Samples taken in milk depots (last 6 months).....	8,340
Per cent found below grade .....	4.2
Samples taken in stores (last 6 months).....	7,669
Per cent found below grade .....	4.3
Samples taken from wagons (last 6 months).....	13,107
Per cent found below grade .....	2.2
Samples taken at receiving platforms (last 6 months).....	5,459
Per cent found below grade .....	1.5
Samples brought to laboratory by citizens (year).....	7,115
Per cent found below grade .....	5.2
Law suits instituted .....	1,703
Amount of fines imposed by courts .....	\$10,218

**Milk Situation.**—The milk situation in Chicago is far better than that of any other city in the country. Press and the health department unfearingly went after dealers who seemed at all delinquent in complying with the ordinance, and systematic agitation resulted in a wonderful uplift of milk conditions. While at all times there have been honorable dealers, yet the result of this discussion and investigation brought into light others who have not been conscientious. It thus happens that today the milk business generally in Chicago is being conducted on an exceptionally high class plane and with regard to the best interest of the public.

Tests made by the city health department of milk brought into Chicago to be retailed by the milk depots, show an exceptionally high percentage of butter fat, which is the standard of milk testing. To look through the leading milk depots of this city would reveal an interesting state of affairs, even among dealers of modern means. There is a pleasing revelation of cleanliness from the moment the milk is brought in great cans from the various railway stations. To

ing and clarifying, the first of which insures an average milk, and the second a clean milk. These various processes, of the greatest interest, mean that the milk which you get is not touched by human hands. When it is at last placed on a wagon, kept cool with finely chopped ice and delivered at your pantry door you are receiving an article that has been scientifically and conscientiously produced. These are some of the reasons why Chicago milk is considered above the standard of any other large city.

The system of inspection by no means begins or ends at home. The authority of the city of Chicago reaches far out into the country—to the distant farms in this and other states which ship milk to the dealers in this city. The exercise of this authority means that the farmers themselves are absolutely obliged to keep clean dairies, to see that herds of cows continue in the best of health, and that all the conditions in these widely scattered dairies are absolutely sanitary.

It is safe to say that impure milk can scarcely be brought into Chicago, or if by chance some of such

character should be brought in, it is quickly detected, and the source of supply is at once investigated. The public is protected at every turn in their milk supply and in the handling of the product.

The manager of one of Chicago's largest milk concerns, in discussing some of the difficulties confronting the dealer in milk, made the following statement:

"The price of labor has increased 30 per cent in the last ten years; drivers at that time receiving \$12 a week, get \$17 now. The price paid the farmer at the farm for this milk is 3½ cents a quart. After milk has been so purchased there is the regular handling and bottling, washing of bottles, transportation to the city, handling in the city, the delivery and office expenses. These items are costing us 3¾ cent a quart. So you see we are expending as much on producing milk as we receive for it at the present time."

**Mineral and Soda Waters.**—In no other market in the world are so many bottles of soda and like summer beverages manufactured and consumed as in Chicago. This

and the laws of sanitation so carefully observed that the Chicago product may be said to be the purest in the world.

Experts assert that the adulterations of soft drinks so conspicuous in many eastern productions are lacking in the Chicago-made product. Time was when fruit sirups were preserved with salicylic acid and contained coal tar dyes and artificial flavors, while much of the ginger ale, fruit tonics and sodas were sweetened water with chemical imitations of the various fruit flavors, but the demand of the public for purer drinks and the operation of the pure food law have combined to a thorough purification of this branch of industry. Happily, the better class of manufacturers in the city of Chicago at no time adulterated their product, and the operation of law has resulted in driving the less scrupulous manufacturers from business, thereby improving the quality of the Chicago-made product until now it leads all others in the country for excellence, purity and health-giving properties.

The industries affected by the

#### MISCELLANEOUS MILK DATA:

Total daily shipments of milk into Chicago (gallons).....	240,000
At an average price of 7 cents per quart for milk and cream Chicago pays, yearly..	\$24,528,000
Estimated number of cows in country that supply milk for Chicago market.....	150,000
Estimated number of cows in city.....	2,500

#### LICENSES.

Milk and cream dealers, total.....	4,613
Peddlers.....	2,604
Stores.....	2,009
Ice Dealers.....	1,533

#### PERMITS.

Permits to keep cows in city.....	698
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market supplies almost the entire United States, and by reason of the superior bottling facilities and the unsurpassed quality of the wares, the market for this class of goods made in Chicago has been extended to all parts of the world. The sirups and other compounds employed in the manufacture of soda and mineral waters are rigidly inspected by the pure food officials,

prosperity of the liquor trade in Chicago are numerous. The manufacture of beer kegs for the brewers and bottles for the bottlers of fine beers, liquors, and other beverages amount to several million dollars annually. Brewers' supplies in an almost endless variety are manufactured here, and large firms are in the business of outfitting manufactories in all parts of



the country. Of the cooperage output of last year, which amounted to \$4,000,000, more than two-thirds was supplied to the brewers and malt houses. The soda and mineral water output amounted to \$3,510,000, while the output of bottles used in that industry amounted to more than 50 per cent of that sum. The value of sirups manufactured last year reached the colossal sum of \$10,200,000.

### Monuments and Statues.

Abraham Lincoln Monument, Lincoln Park.  
 America Monument, Garfield Park.  
 Andersen, Lincoln Park.  
 Beethoven, Lincoln Park.  
 Douglas Monument, Thirty-fifth street and Lake avenue.  
 Drake Fountain and Columbus Statue, Washington street, between City Hall and County Building.  
 Drexel, Thirty-fifth and Drexel boulevard.  
 Fire of 1871 Inscription, 137 DeKoven street.  
 Fort Dearborn Inscription, Michigan avenue and the river.  
 Franklin, Lincoln Park.  
 Frederick Von Schiller Monument, Lincoln Park.  
 Garibaldi, Lincoln Park.  
 Goethe, Lincoln Park.  
 Haymarket, Union Park.  
 Kennison, Lincoln Park.  
 Kosciusko, Humboldt Park.  
 La Salle Monument, Lincoln Park.  
 Leif Ericson, Humboldt Park.  
 Linnaeus Statue, Lincoln Park.  
 Logan, Grant Park.  
 Ottawa Indian Monument, Lincoln Park.  
 Reuter Monument, Humboldt Park.  
 Rosenberg, Grant Park.  
 Shakespeare, Lincoln Park.  
 Signal of Peace, Lincoln Park.  
 The Alarm, Lincoln Park.  
 U. S. Grant Monument, Lincoln Park.  
 Victoria, Garfield Park.  
 Victory, Garfield Park.  
 Von Humboldt Monument, Humboldt Park.  
 Washington, Grand boulevard and Fifty-first street.

**Monuments in Lincoln Park.**—Lincoln Park is not gaining in art as it gains in monuments. The La Salle bronze statue is monstrous in drawing and ridiculous in detail. Instead of a preux chevalier, who would have dressed consistently for his mission—that of an explorer in a country of rude climatic condition—who would have been courtier at court and soldier in the field, we have a mongrel combination of

half-breed in human type, dressed up in lace at the wrists, cavalry boots on his supposed legs, a sword in his belt, and no covering on his head. The Schiller bronze statue, a rather better effigy in art, is ideally unfair to the subject; prosaic and austere, it is more pedagogue than poet. As for the Linnæus piece, the sculptor carried incongruity to madness. A squat figure in art proportions, too broad for its height, is made broader by a huge cloak which exaggerates its false dimensions. If the naturalist needed the cloak, why was he sent forth uncovered? Sculptors do as absurd things as other men, but greater absurdity than the draper of the Linnæus cannot be found in art.

Fortunately, Lincoln Park possesses two monuments worthy of public place, the glorious Lincoln of St. Gaudens, and the refined but vivid Indian group by Boyle. The Grant Monument is also in this park (which see).

**Morgan Park.**—Morgan Park is 13.7 miles from Chicago, and has a population of 2,329. This is largely a residential town. The Mt. Hope, Mt. Olivet and Mt. Greenwood Cemeteries are located here.

**Morgue.**—Located in the rear of the County Hospital. There are always a number of bodies on view, either picked from the streets, victims of accident or sudden decease, or taken from the waters of the lake or river. Besides the county morgue, many bodies—especially of the victims of murders—are taken to private morgues. A new morgue on the hospital premises is now ready for occupancy.

**Moses Montefiore Cemetery.**—Is located at Waldheim (which see), and may be reached in a similar manner.

**Motor Row.**—Eleven years ago Chicago did not have a single automobile agent; ten years ago the first one put up his shingle, and at the present time there are ninety-

nine different makes of cars represented in the city and many more clamoring to get in.

A decade back the "motor row" was located at the corner of Wabash avenue and Van Buren street;

ing tendency to continue the march to the south, where rents are cheaper.

**Mount Greenwood Cemetery.**—This beautiful home of the dead is very appropriately named, as the

MORTALITY OF CHICAGO.	TOTAL DEATHS.	
	1908	1907
Total deaths, all causes. . . . .	30,548	32,143
Death rate per 1000 of pop'n. . . . .	14.10	15.25
By Sex:		
Males . . . . .	17,230	18,308
Females . . . . .	13,328	13,835
By Color:		
White . . . . .	29,532	31,124
Colored. . . . .	1,016	1,019
By Ages:		
Under 1 year of age. . . . .	6,908	6,720
1 to 5 years . . . . .	2,768	3,357
5 to 20 years . . . . .	1,958	2,204
20 to 60 years . . . . .	12,545	13,298
Over 60 years . . . . .	6,341	6,563
Unknown age . . . . .	8	1
By Important Causes:		
Diphtheria. . . . .	568	536
Scarlet fever . . . . .	398	715
Measles. . . . .	174	258
Whooping cough. . . . .	140	259
Influenza . . . . .	418	203
Smallpox . . . . .	1	1
Typhoid fever . . . . .	338	376
Diarrheal diseases. . . . .	3,459	2,805
Under 2 years of age. . . . .	3,019	2,353
Over 2 years of age . . . . .	440	452
Pneumonia. . . . .	3,686	4,984
Tuberculosis—all forms. . . . .	3,934	4,030
Of lungs . . . . .	3,345	3,477
Other forms. . . . .	589	553
Cancer . . . . .	1,451	1,405
Diabetes. . . . .	244	213
Nervous diseases—total . . . . .	1,161	1,715
Convulsions . . . . .	168	701
Meningitis, simple . . . . .	275	480
Heart diseases. . . . .	2,518	2,497
Apoplexy. . . . .	578	570
Bronchitis—total . . . . .	786	799
Acute . . . . .	665	674
Chronic. . . . .	121	125
Nephritis—total. . . . .	2,056	2,219
Acute . . . . .	304	391
Chronic. . . . .	1,752	1,828
Violence—all forms . . . . .	2,238	2,281
Suicide. . . . .	500	399
Accidents . . . . .	1,507	1,664
Homicide . . . . .	195	206
Legal execution . . . . .	0	1
Sunstroke. . . . .	36	11
Still births (never breathed) not included in total . . . . .	2,378	2,265

now the row extends from Harrison street on the north to Twenty-first street on the south, and from Twelfth to Sixteenth, on both sides of the street, are bunched most of the dealers, while there is a grow-

ground on which it is laid out reaches an altitude of seventy feet above Lake Michigan, and is perhaps the highest piece of natural ground within a like distance from Chicago.

Nature has also provided one other feature necessary to the adornment of a park or large burying ground, and that is forest trees; here they are abundant, some of them monsters of the primeval forest. Mount Greenwood lies along One Hundred and Eleventh street, California avenue and Western avenue, and is reached by the Chicago & Grand Trunk Railway, from Dearborn station, Polk street, and by carriages over well-kept roads, via Western avenue, Halsted and State street, or the old Vincennes road through South Englewood. The grounds contain eighty acres,

Scandinavian dead. While scarcely ten years old, it contains over 5,000 graves. Take train at Union depot, via Chicago, Milwaukee & St. Paul Railway.

**Mount Olivet Cemetery**, located one-half mile west of the suburb of Morgan Park. Take train at Dearborn station, via Chicago & Grand Trunk Railway.

**Moving Picture Manufacturers.**—Within a period of five years at least seven manufactories for the making of moving picture films, representing investments of more than \$10,000,000, have been estab-

#### MORTALITY OF AMERICAN CITIES, YEAR 1908.

	POPULATION. Estimate of U.S. Census Bureau.	ALL CAUSES	
		Deaths.	Rate per 1000 of pop.
New York (a).....	4,338,322	73,071	16.84
Chicago (b).....	2,250,000	30,548	14.10
Philadelphia (c).....	1,491,082	26,304	17.64
St. Louis (c).....	674,012	9,795	14.53
Boston (a).....	616,052	11,767	19.10
Baltimore (a).....	568,571	10,435	18.35
Pittsburg (c).....	547,523	9,031	16.49
Cleveland (b).....	491,401	7,177	14.61
Buffalo (b).....	391,629	6,052	15.45
Detroit (c).....	376,174	6,946	18.46
Cincinnati (c).....	349,316	6,448	18.46
Milwaukee (b).....	327,123	4,454	13.62
New Orleans (c).....	323,157	7,345	22.73
Washington (c).....	317,380	6,126	19.30
Newark, N. J. (c).....	302,324	5,316	17.58
(a) Seacoast cities.....	5,522,965	95,273	18.10
(b) Lake cities.....	3,376,208	48,143	14.45
(c) River cities.....	4,380,968	77,311	18.15

and have greenhouses, water-works, and, it is said, the largest receiving vault in the state. It has been chosen as the resting place for the remains of many of Chicago's prominent and wealthy citizens, and it contains a large number of costly and appropriate monuments, among which is that of the Elks.

**Mount Hope Cemetery**, a recent burying ground, located at Washington Heights, south of the city.

**Mount Olive Cemetery**, located at Dunning, 9 miles northwest of the City Hall. This beautiful cemetery is the burying place of the

lished, two of the largest being in Chicago. Throughout the country some 8,000 moving picture theaters are doing a prosperous business, while hundreds of film agencies are reaping tremendous profits from this infant industry, which appears to have solved the problem of cheap yet profitable amusement for the masses.

**Municipal Court.**—Under a recent Act of the Legislature there were twelve Municipal Courts established in the city. These courts take the place of the former Justice of the Peace Courts. In these courts criminal cases are tried. For

the most part they are located in the following police stations:

Harrison street station, Maxwell street station, Des Plaines street station, West Chicago avenue station, East Chicago avenue station, Thirty-fifth street station, Hyde Park station, Stock Yards station, Englewood station, Sheffield avenue station, Irving Park boulevard station, Warren avenue station.

**Municipal House Cleaning.**—Every one knows that when spring puts in an appearance the housewives all over the land are attacked with the house cleaning fever. This means, if it means anything at all, that the women are, by instinct and training, better sanitarians than are the men. The average woman has a horror of dirt, the average man is not so particular. This is why, perhaps, our cities are not kept cleaner.

Why would it not be a good thing, and conducive to health and comfort, for city officials all over the land to get the clean-up craze? Why would it not also be fine if every citizen should be stricken with the same fever?

One thing is certain, in the event it should become violently epidemic, and that is, there would be a mighty big improvement in the general health conditions, to say nothing of the beauty and sightliness of our cities as they are today.

**Municipal Lodging House.**—December 21, 1901, a municipal lodging house for deserving poor temporarily out of employment was opened at 12 to 14 Jefferson street. It is now at 10 North Union street and accommodates 350 men. Applicants are required to prove that they are not professional vagabonds and tramps before they are admitted. Those who are able to work are compelled to perform three hours of labor on the street in return for lodging and breakfast; others are sent to Dunning, the County Hospital or to the Bureau of Charities. Applicants who are intoxicated, suffering from con-

tagious diseases or not indigent, are rejected.

**Municipal Playgrounds.**—During the past three years it has been the policy of the city to establish a series of playgrounds. These playgrounds are located in the various parts of the city and they are adapted for the use of the children exclusively. They contain grounds that have been arranged for outdoor sports and buildings of ornate design, located within enclosures, and these contain gymnasiums, baths, etc. The attendance for the past year estimated 2,000,000. They are located as follows:

Adams, Seminary avenue, near Center street, 102x288 feet; Holden, Bonfield street, near West Thirty-fifth, 672x102 feet; Commercial Club, West Chicago avenue, near Lincoln street, 200x125 feet; Moseley, Wabash avenue and Twenty-fourth street, 200x200 feet; McLaren, West Polk street, near Lafflin, 175x185 feet; Northwestern Elevated, Alaska and Larrabee streets, 90x350 feet; Sampson, Fifteenth street, near Loomis, 215x125 feet; Swenie, Marshal, Polk street, near Halsted, 125x240 feet; Orleans, Institute place and Orleans street, 240x108 feet; Max Beutner, Wentworth and Thirty-third and La Salle streets, 133x546 and 346x258 feet; Wrightwood Avenue, corner Perry street and Wrightwood avenue, 454x363 feet; McCormick, Sawyer avenue and Twenty-seventh street, 275x125 feet; Twenty-second Street, Twenty-second street, west of Robey, 225x125 feet.

**Municipal Regulation of Gas.**—Chicago's municipal regulation of its gas supply through an ordinance recommended for passage by the City Council committee on gas, oil and electric light, will be more thorough and more beneficial to the consumer than the control exercised by any other municipality in the United States.

Seven municipal stations are to be established and tests provided for candle power, clarific power,



sulphuretted hydrogen, ammonia, and sulphur. Three records daily of gas pressure in each testing district are required. The gas must be twenty-two candle power.

One section of the ordinance which is not to take effect for three years provides that the maximum daily fluctuation in pressure shall not exceed 100 per cent of the minimum pressure.

It will cost the city between \$15,000 and \$20,000 the first year to erect and equip testing stations. Four new men probably will be put on the work.

#### **Musical Clubs and Associations.**

Amateur Musical Club—Music Hall, 203 Michigan avenue.

Amphion Singing Club—1136 Milwaukee avenue.

Apollo Musical Club—40 Randolph street.

Bjorgvin Singing Society—876 North Artesian avenue.

Chopin Singing Society—102 West Division street.

Germania Maennerchor—643 North Clark street.

Gesangverin Almira—574 Armitage avenue.

Grueitig Maennerchor—109 Wells street.

Freler Saengerbund—880 Milwaukee avenue.

Handel Musical Club—512, 26 Van Buren street.

Harmony Singing Club—1533 Aldine avenue.

Harugari Maennerchor—1115 West Twelfth street.

Irish Choral Society—340 Dearborn street.

Junger Maennerchor—257 North Clark street.

Mendelssohn Club—17 Van Buren street.

Norwegian Singing Society—Orchestral Association—850 Orchestra building.

Polish Frederic Chopin Singing Society—391 West Chicago avenue.

Schweizer Maennerchor—526 North Clark street.

Swithlod Singing Club—1768 Wrightwood avenue.

Swedish Glee Club—470 La Salle avenue.

Teutonia Maennerchor—Wanda Singing Society—540 Noble street.

#### **Music Halls.—**

Handel Hall, 40 Randolph street.

Kimball Music Hall, 243 Wabash avenue.

Orchestra Hall, Michigan avenue, near Adams street.

Steinway Music Hall, 17 Van Buren street.

University Hall, Fine Arts Bldg.

**National Defense.**—When you hear any one criticize America's appropriations for our National Defense, bear in mind that our expenditures for this purpose during the ten years ending and including 1907 were \$2,128,030,626. During the same period the expenditures of Germany were \$2,028,314,568; of France, \$2,406,008,186; of Great Britain, \$3,600,345,700; that the figures for 1907 were—America, \$220,130,012; Germany, \$220,704,240; France, \$262,117,431; Great Britain, \$310,174,048. And when you consider these figures, take into account, on the one hand, the wealth of the respective nations and the extent of their respective coast lines; on the other hand, that the purchasing power of the dollar is very much below that of its equivalent in the currency of Germany, France or Great Britain.

**Nation's Gateway.**—The annual report of the commissioner general of immigration tells an encouraging story. The work of the bureau was increased nearly 20 per cent during the past year. The increase was not due to the swelling of the tide flowing through the nation's gateway. As a matter of fact there was a falling off of half a million in the number of arrivals, the aggregate representing a loss of 39 per cent as compared with the total for 1907. The increase of work done tells of greater efficiency in administration.

Some of the matters considered by the Bureau are indicated by the statements about illiteracy, cash per capita, exclusion of undesirables, Japanese and Chinese newcomers, alien contract labor, and the destination of immigrants. That 26 per cent of the aliens were found illiterate, that the cash brought averaged \$23 to the individual, that 11,000 undesirables were barred, that 2,000 contract laborers were denied admission and

240 others who had escaped notice before were arrested and sent away, all have interest.

### Nationalities Represented in Chicago.

The following list enumerates the different nationalities to be found in Chicago. Of these the most part speak their native tongue:

German .....	500,000
Irish .....	180,000
Polish .....	125,000
Swedish .....	100,000
Bohemian .....	90,000
English .....	53,000
Norwegian .....	50,000
Yiddish .....	50,000
Caradian .....	41,000
Dutch .....	35,000
Italian .....	25,000
Scotch .....	21,000
Danish .....	20,000
French .....	15,000
Croatian and Servian .....	10,000
Slovakian .....	10,000
Lithuanian .....	10,000
Russian .....	7,000
Hungarian .....	5,000
Greek .....	4,000
Frisian .....	2,000
Roumanian .....	2,000
Slovenian .....	2,000
Flemish .....	2,000
Welsh .....	2,000
Chinese .....	1,000
Spanish .....	1,000
Finnish .....	500
Lettic .....	500
Arabic .....	250
Armenian .....	100
Manx .....	100
Icelandic .....	100
Albanian .....	100
Bulgarian, about .....	100
Turkish, about .....	100
Japanese, about .....	100
Portugese, about .....	100
Breton, about .....	100
Fsthonian, about .....	100
Basque, about .....	100
Gypsy, about .....	100

**Newberry Library.**—To Mr. Walter Loomis Newberry Chicago is indebted for this institution, which easily ranks as one of the first libraries in Chicago. The sum bequeathed to the library is \$2,149,101. The ground occupied by the old Newberry homestead before the fire, a complete square, bounded by Dearborn avenue, Clark, Oak and Walton place, is the site of the superb gray stone library building, a model of architecture and a home of learning second to none in the nation. In addition to the enormous amount of money stated, this exceptional and valuable property

was donated. Take North Clark or State street cars.

### New Board of Trade Building.

The sixteen-story office building that is to replace the present board of trade structure is to cost \$4,000,000, according to a preliminary estimate. Preparations for the new building are rapidly taking definite form.

Officials of the board have been assured that the money needed for construction purposes can be easily obtained. The board owns the fee to the ground. The committeemen are to go into the situation thoroughly and will make every effort to devise a plan for a building that will be self-supporting. The present structure has been a charge against the members and it is hoped to relieve them of this burden.

The property upon which the proposed sixteen-story building will stand is one of the most valuable sites in the downtown district. The lot is at the southwest corner of Pacific avenue and Jackson boulevard, extending to Sherman street. The frontage on the boulevard is 173.75 feet, and the depth is 240 feet. The last valuation on this ground by the board of review was \$3,452,975, of which \$935,340 was for the building. Announcement of the plan to put up a new building caused the keenest interest in real estate circles because of the influence that the improvement would exercise on values in the neighborhood, as well as along La Salle street.

### Newsboys' and Bootblacks' Home.

At the present this is located at 1418 Wabash avenue, and can be reached by the Wabash avenue electric cars. This charity is now over thirty years old. It began as the Chicago Industrial School. It was not long, however, before it assumed its present purpose and name. It was the very first organized effort to aid the helpless children of this city. It is intended to provide a comforta-

ble Christian home for newsboys, bootblacks and other homeless, unprotected boys, and, if possible, to find them homes in the country, or employment in the city. The doors of the Home are never closed to anyone requesting shelter or food; but to cultivate independence and foster self-help fifteen cents is the price of breakfast, supper and lodging. This the boys call paying their "banner." Provision is made by which destitute boys may earn immediate living expenses by selling the newsboys' Appeal, a small paper published in the interests of the home, or else they are loaned funds to buy a small stock of daily papers. The matron has done much to help the boys to become workers in the world in steady positions, and she says it is a fact that when once a boy has felt the pleasure of independence, self-support, as a rule, he never recurs to street life from choice.

**New County Infirmary.**—The County Board has awarded the contract for the County Infirmary to the Alling Construction Company. The original bid of the Alling company was \$1,710,000.

There will be six ward buildings to accommodate 1,260 inmates, one building to accommodate sixteen aged couples, a general hospital, a building for irresponsibles, and temporary tubercular quarters. The total number of charges that the institution will accommodate is 2,002. Located at Dunning.

**New Hotel Brevoort.**—Opened September 1906. 143-145 Madison street, Chicago. European plan. Model of fireproof construction. A magnificent structure. No better furnished hotel in the city. All the latest improvements and conveniences. Located in the very business center of Chicago.

**New Outdoor Relief Stations.**—Four new stations for the outdoor relief department will be opened at the following places: Halsted and Forty-seventh street, Madison avenue and Sixty-third street, Blue

Island avenue and Eighteenth street, Milwaukee avenue and West Division street.

The following stations will be dispensed with: 9034 Commercial avenue and 6190 Wentworth Ave.

### NEWSPAPERS OF CHICAGO.

#### Dailies.

**Chicago American.**—214 Madison street. Wm. R. Hearst, publisher. Daily, 1 cent.

**Chicago Daily Journal.**—Founded April 22, 1844. The Chicago Journal Company, publisher, Journal Building, 117-123 Market street. John C. Eastman, editor. The Journal is delivered by carrier for 30 cents a month, or sent by mail to any address in North America for 30 cents a month, or \$3.00 a year.

**Chicago Daily News.**—123 Fifth avenue. Victor F. Lawson, editor and publisher. Terms of subscription, by carrier, 30 cents per month; by mail, \$4.00 per year.

**Chicago Evening Post.**—The Chicago Evening Post Company, publisher, 160 Washington street. Terms of subscription, by carrier in Chicago, delivered, per week, 12 cents; delivered, per month, 50 cents. By mail, payable in advance. Postage paid in the United States outside of the Chicago city limits:

One Year .....	\$4.00
Six Months .....	2.00
Three Months .....	1.25
One Month .....	.50
Saturday Only, One Year.....	1.00
Wednesday (College Edition)...	1.00
Friday (Literary Review).....	1.00

**Chicago Examiner.**—146 Franklin street. Wm. R. Hearst, publisher. Daily, 1 cent; Sunday, 5 cents.

**Chicago Inter Ocean.**—Daily and Sunday. George Wheeler Hinman, editor and publisher, 106-110 Monroe street. Terms of subscription, by mail in advance. (Outside of Chicago postage is prepaid in the United States and Mexico):

Daily edition, one year.....	\$4.00
Daily edition, six months.....	2.00
Daily edition, per month.....	.50
Daily and Sunday, one year.....	6.50
Daily and Sunday, one month...	.75
Sunday, one year.....	2.50
Sunday edition, one month.....	.25
By Carrier in Chicago—	
Daily (six days), per month....	\$ .55
Daily and Sunday, per month...	.80
Sunday only, per month.....	.25

**Chicago Record-Herald.**—Comprising The Chicago Herald, The Chicago Times, The Chicago Record. Frank B. Noyes, editor and publisher, Record-Herald Building, 154 Washington street. The Chicago Record-Herald, six days a week; The Sunday Record-Herald every Sunday. Delivered by carrier in Chicago.





THE RECORD-HERALD BUILDING, 154 WASHINGTON STREET.



Daily, except Sunday, per month. \$ .55  
 Daily and Sunday, per month. .80  
 Sunday only, per month. .25  
 Terms of subscription, outside Chicago, by mail, postage prepaid in the United States and Mexico. Terms: One year, daily, \$4.00; daily and Sunday, \$6.50. One month, 50 cents; daily and Sunday, 75 cents. Sunday edition only, one month, 25 cents; one year, \$2.50.

**The Chicago Tribune.**—Tribune Building, southeast corner Dearborn and Madison streets. The Tribune Company, publisher. Founded June 10, 1847. Terms of subscription, by mail in advance. Postage paid in the United States (outside of Chicago city limits) and in Mexico:

Daily, without Sunday, 1 year. \$4.00  
 Daily, without Sunday, 6 months 2.00  
 Daily, without Sunday, 3 months 1.25  
 Daily, without Sunday 2 months. 1.00  
 Daily, without Sunday, 1 month. .50  
 Daily, with Sunday, 1 year. 6.50  
 Daily, with Sunday, 6 months. 3.25  
 Daily, with Sunday, 3 months. 2.00  
 Daily, with Sunday, 1 month. .75  
 Sunday issue, 1 year. 2.50  
 Sunday issue, 1 month. .25  
 By Carrier in Chicago—  
 Daily (6 days), per month. \$ .55  
 Daily and Sunday, per month. .80  
 Sunday only, per month. .25

**Newspapers.**—There are 750 newspapers and periodicals published in Chicago. The following is a list of the leading papers. The circulation of several of the more important exceed 300,000:

Chicago Tribune, 143 Dearborn street.

Inter Ocean, 108 and 110 Monroe street.

The Record Herald, 154 Washington street.

The Chicago Examiner, 146 Franklin street.

Chicago Daily News, 123 Fifth avenue.

Chicago Journal, 117 Market street.  
 Chicago Evening Post, 160 Washington street.

Chicago American, 214 Madison street.

Abendpost Co., 173 Fifth avenue.  
 Chicago Arbeiter Zeitung, 45 North Clark street.

Chicago Daily Socialist, 180 Washington street.

Chicago Daily Sun, U. S. Yards.  
 Daily Trade Record, 147 Fifth avenue.

Jewish Courier, 473 Halsted street.  
 Polish Daily News, 102-104 West Division street.

Staats-Zeitung, 34 Fifth avenue.

**New Theaters.**—The theatrical importance of Chicago constantly is attracting new investments in the way of theaters. Within the last two years several important playhouses have been erected at heavy outlay for sites, buildings,

and furnishings. The Princess theater was completed last year and is devoted to musical comedy. The College theater, a stock house, said to be one of the finest in the country, and which was built by the Paulist Fathers, is doing a big business on the north side. The newest theater is the National, at Halsted and Sixty-third streets, which was opened December 31, 1908. Plans for other playhouses within the Loop have been completed and operations thereon will begin this spring. The Star and Garter, devoted to burlesque, and the Empire, also a burlesque theater, both on the West Side, were opened last year and are enjoying profitable returns.

**North Side.**—The North Side contains all the territory north of the Chicago River and east of the North Branch.

**Northwestern University** is located in Evanston, which is the most beautiful suburb of Chicago, and is one of the best and most healthy summer resorts on the great lakes, having all the advantages of city, and all the enjoyments of rural life. It is a model university village, and unusually free from immoral influences. By the laws of the State the sale of intoxicating liquor is forbidden within four miles of the university. The university campus contains thirty acres on the shore of Lake Michigan. The buildings are shaded by native oaks, through which one catches glimpses of the blue waters of the great lake. There are connected with the university 111 professors and instructors, and more than 1,900 students.

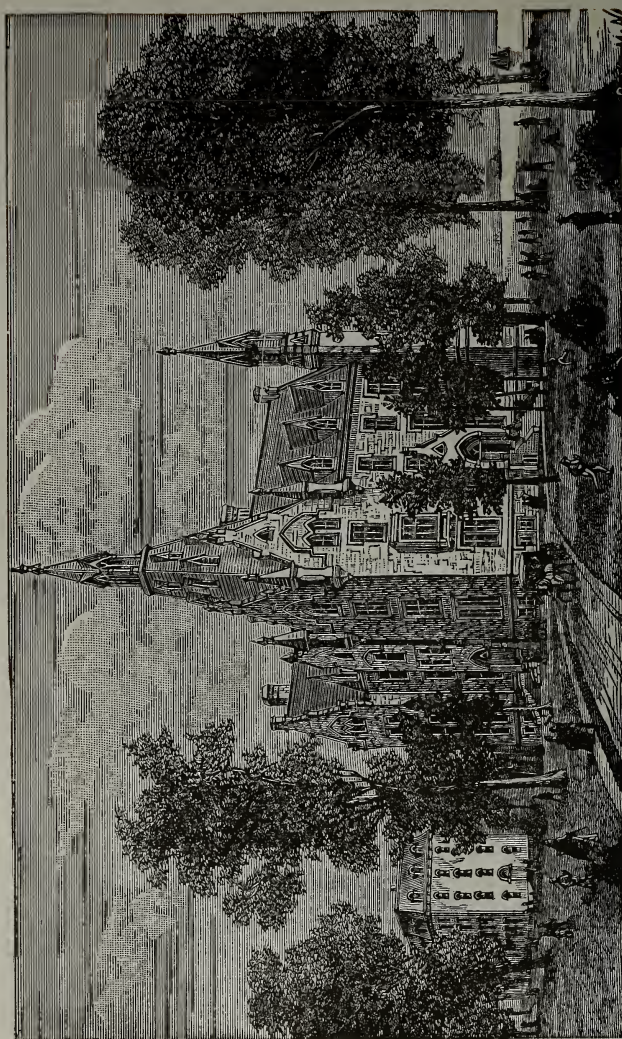
In all the departments the highest advantages of education are given at a moderate cost.

The university includes the following departments:

The College of Liberal Arts, which has four regular courses of study, and opportunity for a select course.

The College of Medicine.

The College of Law.



NORTHWESTERN UNIVERSITY, EVANSTON.

**Number of Horses in the City.**—At the beginning of the year 1908 there were 77,141 horses in the city.

**Number of Vehicles in the City.**—One horse, 39,936; two horses, 21,005; three horses, 417; four horses, 34; single autos, 1,344; double autos, 2,321; auto trucks, 68. Total vehicles, 65,125.

**Oakwoods Cemetery.**—This is another of the beautiful park-like places of this city's enterprise, in which the departed have final sepulcher. The grounds, containing 200 acres, are on the east side of Cottage Grove avenue at Sixty-seventh street and Greenwood avenue. They contain four charming lakes, each one of which covers from three to four acres in extent. Eight large greenhouses, in which almost every variety of plant is grown, are also a part of the possessions of this noted cemetery, besides a very handsome cottage for the use of the superintendent, a commodious receiving vault and a chapel tend to further the completion of the improvements.

**Oak Park.**—Oak Park is nine miles from Chicago, and has a population of 18,060. It is an ideal and delightful suburb, the streets are wide and lined with stately trees. The little city takes first rank in educational and religious ways. The Scoville Institute is located here and is combined with the Oak Park Library. The library contains 18,000 volumes. The reference room is visited by several hundred daily, not only by the Oak Park people, but by the surrounding suburbs also.

#### Office Buildings.

Adams, 230 Adams street.  
Adams Express, 185 Dearborn street.  
American Express, 72x74 Monroe street.  
American Trust, Clark and Monroe streets.  
Arcade, 156 Clark street.  
Ashland, Clark and Randolph streets.  
Assessors' Building, 76-82 Fifth avenue.  
Association, 153-155 La Salle street.  
Art Institute, Michigan avenue, opposite Adams street.

Athenaeum, 52 Dearborn street.  
Athenaeum, 18 to 26 Van Buren street.  
Atlantic, Jackson boulevard and Canal street.  
Atlas, 35 to 43 Randolph street.  
Atwood Building, Madison and Clark streets.  
Auditorium, Congress street and Wabash avenue.  
Avoca, 34 North Clark street.  
Baldwin, 257 Wabash avenue.  
Baltimore, 17-21 Quincy street.  
Bassett, 191 Fifth avenue.  
Bay State, State and Randolph streets.  
Bedford, 215 Dearborn street.  
Bigelow, 191 Clark street.  
Blatchford Building, 48 North Clinton street.  
Burton, 39 North State street.  
Board of Trade, Jackson boulevard and La Salle street.  
Boddie Building, 128 Clark street.  
Borden, Randolph and Dearborn streets.  
Bonheur Building, 40 River street.  
Boon, 337 Franklin street.  
Booth & Co., 152 Kinzie street.  
Bovee, 112-114 Dearborn street.  
Boylston, 265-269 Dearborn street.  
Brand Art Building, 73 Jackson boulevard.  
Brentanos Building, 206 Wabash avenue.  
Brother Jonathan, 4 Sherman street.  
Borland, Monroe and La Salle streets.  
Buckeye, 369 West Van Buren street.  
Bulkley, 481 West Madison street.  
Burgoyne, 32 Michigan avenue.  
Bush Temple of Music, North Clark street and Chicago avenue.  
Butler Building, 48 State street.  
Cable, 24 Jackson boulevard.  
Calumet, 187-191 La Salle street.  
Caledonia Building, 167 Washington street.  
Cambridge, 56 Fifth avenue.  
Caxton, 328 Dearborn street.  
C., B. & Q. R. R., Adams and Franklin streets.  
Central Bank Building, 155 Washington street.  
Central Trust Company, 148 Monroe street.  
Central Union, 269 Madison street.  
Ceylon, Wabash avenue and Lake street.  
Chamber of Commerce, Washington and La Salle streets.  
Champlain, State and Madison streets.  
Chemical Bank Building, 85 Dearborn street.  
Chicago Furniture Exchange Building, 370 Wabash avenue.  
Chicago Historical Society, Dearborn avenue and Ontario street.  
Chicago & Northwestern Railway, Jackson boulevard and Franklin street.  
Chicago Opera House, Clark and Washington streets.  
Chicago Public Library, Washington street and Michigan avenue.



Chicago Stock Exchange Building, La Salle and Washington streets.  
 Chicago Savings Bank Building, State and Madison streets.  
 Chicago Title and Trust Building, 100 Washington street.  
 Chronicle, 166 Washington street.  
 Church, Thomas, Building, 151 Wabash avenue.  
 Cisco, 84-86 Washington street.  
 City Hall, Washington and La Salle streets.  
 Clinton, 215 South Clinton street.  
 Cobb, 124-126 Dearborn street.  
 Coliseum, The, Wabash avenue, between Fourteenth and Fifteenth streets.  
 Colonial, 51 Jackson boulevard.  
 Columbus Memorial, State and Washington streets.  
 Commerce, 263 La Salle street.  
 Commercial Building, 100 Lake street.  
 Commercial Building, 144 Franklin street.  
 Como, 325 Dearborn street.  
 Continental, 133 Jackson boulevard.  
 Cook County Jail, Dearborn avenue and Illinois street.  
 Cosmopolitan, 41 State street.  
 Couch, 201 Lake street.  
 Counselman, La Salle street and Jackson boulevard.  
 County Building, Clark and Washington streets.  
 Crane Company, 519 South Canal street.  
 Crilly, 167 Dearborn street.  
 Criminal Court, Michigan street and Dearborn avenue.  
 Crown, 211 Wabash avenue.  
 Dexter, 80 to 82 Adams street.  
 Dickey, 34 to 36 Dearborn street.  
 Donohue & Henneberry 407 Dearborn street.  
 Doggett Building, 34 Wabash avenue.  
 Douglas Arcade, Thirty-sixth street and Cottage Grove avenue.  
 Douglas, 76 Dearborn street.  
 Dunn, 76 West Jackson boulevard.  
 Dyche, State and Randolph streets.  
 Edison, 139 Adams street.  
 Eighth Regiment Armory, 414 Thirtieth street.  
 Electric Building, 72 Market street.  
 Electrical Building, 139 West Jackson boulevard.  
 Elks, 163 Washington street.  
 Ellsworth, 353-359 Dearborn street.  
 Ely Block, Wabash avenue and Monroe street.  
 Empire Block, 130 La Salle street.  
 Enterprise Building, 79-81 Fifth avenue.  
 Equitable Building, 110 Dearborn street.  
 Ewing Block, 20-32 North Clark street.  
 Eureka Building, 155 West Madison street.  
 Exchange Building, Union Stock Yards.  
 Fairbanks Building, 58 to 62 Wabash avenue.  
 Farwell Building, 148 Market street.  
 Farwell Trust, 226 La Salle street.

Fayon Building, 322 Washington street.  
 Federal Building, Adams, Clark and Dearborn streets and Jackson boulevard.  
 Field, Marshall, & Co., Wabash avenue and Washington street.  
 Fine Arts, 203-207 Michigan avenue.  
 Firmenich, 171 Washington street.  
 First Infantry, I. N. G., Armory, Sixteenth street and Michigan avenue.  
 First National Bank, Dearborn and Monroe streets.  
 Fisher, Dearborn and Van Buren streets.  
 Forbes, 193 Washington street.  
 Foreman's, 214 State street.  
 Francis, Monroe and South Jefferson streets.  
 Franklin Block, 242 South Water street.  
 Franklin, 349 Dearborn.  
 Franklin Electric, 346 Dearborn street.  
 Fraternity, 70 Adams street.  
 Fort Dearborn, Monroe and Clark streets.  
 Fullerton, 94 and 96 Dearborn street.  
 Furniture Manufacturers' Exhibit, 1411 Michigan avenue.  
 Gaff, 230 La Salle street.  
 Galbraith, Madison and Franklin streets.  
 Gardner's, 171-173 Randolph street.  
 Gateley, 24 Adams street.  
 Gazzolo, 82-84 West Madison street.  
 George Building, 167 Fifth avenue.  
 Giles, 292-304 Wabash avenue.  
 Girard, 208 Dearborn street.  
 Glickauf Block, 81-83 North Clark street.  
 Grand Opera House, 87 Clark street.  
 Graphic Art, 309 Michigan avenue.  
 Great Northern, 77 Jackson boulevard.  
 Grocers, 29-43 Wabash avenue.  
 Grover, 28 Wabash avenue.  
 Hampden, 12 and 14 State street.  
 Hartford Building, Dearborn and Madison streets.  
 Harvester, 235 Michigan avenue.  
 Haymarket, Theater, 161-169 West Madison street.  
 Herald, 154 Washington street.  
 Henrietta, 64-66 Wabash avenue.  
 Heyworth, Wabash avenue and Madison street.  
 Hamilton National Bank Building, Hobbs, 95 Washington street.  
 Hoops, 167 Wabash avenue.  
 Home Insurance, La Salle and Adams streets.  
 Howland, 192 Dearborn street.  
 Hoyne, 88 and 90 La Salle street.  
 Huyler's, 155 State street.  
 Hyman, 146 South Water street.  
 Illinois Bank, 115 Dearborn street.  
 Imperial, 252 Clark street.  
 Industry, 83-87 Fifth avenue.  
 Inter Ocean, 106-110 Monroe street.  
 Irwin, 355-361 Wabash avenue.  
 Isabella, 48 Van Buren street.  
 Jefferson, 155 Jefferson street.  
 Jewelers' Building, 134 Wabash avenue.



Kaskaski, Building, 327 Dearborn street.  
 Kedzie, 120-122 Randolph street.  
 Kelly, 188 Lake street.  
 Kent Building, 12 Sherman street.  
 Koester, 245 West Division street.  
 Kranz, 78 State street.  
 Kimball Hall, 243-253 Wabash avenue.  
 Kent, 305 Franklin street.  
 Lakeside, Clark and Adams street.  
 Lakeside Press, Plymouth court and Polk street.  
 Lafayette, 70 La Salle street.  
 La Salle Building, La Salle and Madison streets.  
 Le Moyne, 40-44 East Randolph street.  
 Lees, 159 Fifth avenue.  
 Leiter Building, 283 State street.  
 Lenox, 88-90 Washington street.  
 Lewis Institute, West Madison and South Robey.  
 Longley, 11 South Water street.  
 Loomis, 2-6 Clark street.  
 Lowell, 308 Dearborn street.  
 Ludington, Wabash avenue and Harmon place.  
 Lumber Exchange, South Water and Franklin streets.  
 Madison Block, 737-745 West Madison street.  
 Madlener Block, 350 Dearborn street.  
 Madison, 197 Madison street.  
 Majestic Building, 75 Monroe street.  
 Mandel, 232-236 Fifth avenue.  
 Manhattan, 307-321 Dearborn street.  
 Manufacturers' Building, 18 West Randolph street.  
 Maplewood Opera House, 1510 North Rockwell street.  
 Marine, Lake and La Salle streets.  
 Marquette, Dearborn and Adams streets.  
 Marshall Field building, northwest corner Wabash avenue and Washington street.  
 Masonic Temple, State and Randolph streets.  
 McClure Block, Thirty-fifth and Dearborn streets.  
 McClurg, 215-221 Wabash avenue.  
 McCormick, 73 Dearborn street.  
 McConnell Block, 2-12 Astor street.  
 McNeal Building, 242 Jackson boulevard.  
 McNeal, 128 Clark street.  
 McVicker's, 78-84 Madison street.  
 Medill Building, 340 Dearborn street.  
 Mentor, 163 State street.  
 Mercantile, 220-224 Adams street.  
 Merchants, La Salle and Washington streets.  
 Merchants Loan and Trust, Adams and Clark streets.  
 Metal Workers, 43 South Canal street.  
 Methodist Church, Washington and Clark streets.  
 Methodist Book Concern, Building, 59 Washington street.  
 Metropolitan, Randolph and La Salle streets.  
 Meyer Building, 208 Van Buren street.  
 Monon, 326 Dearborn street.

Monadnock, Dearborn street and Jackson boulevard.  
 Morrison, Clark and Madison street.  
 Moxley, 74 Randolph street.  
 Municipal Court, 148 Michigan avenue.  
 National Life, 157-163 La Salle street.  
 New Era, Blue Island avenue and Harrison street.  
 New York Life Insurance, La Salle and Monroe streets.  
 North American, 160 State street.  
 North End Masonic Temple, 615 North Clark street.  
 Northern Office Building, Lake and La Salle streets.  
 Northern Trust Building, La Salle and Monroe streets.  
 Northwestern University Building, Lake and Dearborn streets.  
 Occidental, 61 Market street.  
 Ogden, Lake and Clark streets.  
 Ohio, Wabash avenue and Congress street.  
 Old Colony building, Dearborn and Van Buren streets.  
 Oneonta, 71 Clark street.  
 Omaha, 134 Van Buren street.  
 Open Board of Trade, 260 Clark street.  
 O'Reilly building, 207 Van Buren street.  
 Oriental, 122 La Salle street.  
 Orchestra Hall, 165 Michigan avenue.  
 Ottawa, 107 Madison street.  
 Otis, 138 La Salle street.  
 Oxford, 84 La Salle street.  
 Palmer, 266 Adams street.  
 Paxton, 158 Harrison street.  
 People's Gas Light & Coke Company, Michigan avenue and Adams street.  
 People's Institute, West Van Buren and Leavitt streets.  
 Penang, 47 Michigan avenue.  
 Pinkerton, 199 Fifth avenue.  
 Plamondon, 105 South Clinton street.  
 Plymouth, 303 Dearborn street.  
 Postal Telegraph Building, 145 Van Buren street.  
 Pope Building, 121 Plymouth court.  
 Pontiac, Dearborn and Harrison streets.  
 Portland, southeast corner Washington and Dearborn streets.  
 Postoffice, Dearborn, Clark and Adams street and Jackson boulevard.  
 Produce Exchange, Clark and South Water streets.  
 Powers, 156 Wabash avenue.  
 Public Library, Washington and Randolph streets and Michigan avenue.  
 Pullman, Adams street and Michigan avenue.  
 Quinlan, 81-83 Clark street.  
 Railway Exchange Building, Jackson boulevard and Michigan avenue.  
 Rand-McNally, 160-174 Adams street.  
 Real Estate Board, 59 Dearborn street.  
 Reaper, Washington and Clark streets.

Rector Building, Monroe and Clark streets.  
 Reliance, State and Washington streets.  
 Republic Building, State and Adams streets.  
 Roanoke, 145 La Salle street.  
 Rookery, Adams and La Salle streets.  
 Royal Insurance, 165 Jackson boulevard and 108-116 Quincy street.  
 Ryerson, 49 Randolph street.  
 St. Joseph, 333 Dearborn street.  
 San Diego, 53 River street.  
 Schiller, 103-109 Randolph street.  
 Schmidt, Clybourn and North avenues.  
 Second Regiment Armory, Washington boulevard and Curtis street.  
 Security, Fifth avenue and Madison street.  
 Seventh Regiment, I. N. G., Wabash avenue and Hubbard court.  
 Sheppard, Fifth avenue and Quincy street.  
 Sibley, 2-16 North Clark street.  
 Sibley Block, 200 Randolph street.  
 Silversmiths, 131 Wabash avenue.  
 Singer Building, 182 State street.  
 Springer, 195 South Canal street.  
 Stagar, 235 Wabash avenue.  
 Standard Oil Company Building, Wabash avenue and South Water street.  
 Star Building, 353 Dearborn street.  
 Stewart, State and Washington streets.  
 Steinway Hall, 19-21 Van Buren street.  
 Stone, A. J., 578 West Madison street.  
 Stokes Building, 192 Van Buren street.  
 Studebaker, 378 Wabash avenue.  
 Studio, North State street between Ontario and Ohio streets.  
 Superior, 77-79 Clark street.  
 Tacoma, La Salle and Madison streets.  
 Taylor, 90 Wabash avenue.  
 Telephone, 203 Washington street.  
 Temple Court, 225 Dearborn street.  
 Temple (The), La Salle and Monroe streets.  
 Teutonic, Fifth avenue and Washington street.  
 Thomas, Theo., Orchestra Hall, 165 Michigan avenue.  
 Thompson Block, 229-247 West Madison street.  
 Thoms, 166 South Clinton street.  
 Times, Fifth avenue and Washington street.  
 Title and Trust, 100 Washington street.  
 Traders' Safe and Trust Building, 253 La Salle street.  
 Tribune, Dearborn and Madison streets.  
 Trude, Randolph street and Wabash avenue.  
 Uhlick Block, 27-29 North Clark street.  
 Unity, 75-81 Dearborn street.  
 University Club, 116-118 Dearborn street.

United States Express, 87 Washington street.  
 Van Buren Building, 185 Van Buren street.  
 Van Buren Block, 41 West Van Buren street.  
 Van Buren Opera House Building, 1249 West Madison street.  
 Venetian, 34-36 Washington street.  
 Wadsworth, 181 Madison street.  
 Washington, 110 Fifth avenue.  
 Watson, 123 La Salle street.  
 Wells, 118 Harrison street.  
 Wentworth, John, Building, 45 La Salle street.  
 Western Methodist Block Building, 57 Washington street.  
 Western Union Building, 138 Jackson street.  
 Wheeler, 6-8 Sherman street.  
 Williams Building, 164 Wabash avenue.  
 Williams, 196 Monroe street.  
 Willoughby Franklin street and Jackson boulevard.  
 Wilson, 119 La Salle street.  
 Willoughby Building, 6 Madison street.  
 Wolff, 91 Dearborn street.  
 Woman's Temple, La Salle and Monroe streets.  
 Y. M. C. A., 153-155 La Salle street.  
 Y. W. C. A., 288 Michigan avenue.  
 Yukon Building, 120 Van Buren street.

**Official Color of Ballots**—In accordance with primary election law in the city of Chicago:

Republican—White.  
 Democrat—Rose color.  
 Prohibition—Light Blue color.  
 Socialist—Salmon color.  
 Independence—Purple color.

**Old Colony Building**.—Located at Van Buren and Madison streets. It is 17 stories high and is a very handsome structure. Most of the offices are occupied by coal dealers.

**Old People's Home**.—Located at 3850 Indiana avenue. It is open to those residents in Chicago for two years who are sixty years of age. An admission fee of \$300 is charged, and inmates furnish their own rooms.

**Olympic Theater**.—This is one of the oldest of the theaters, and is on Clark street, north of Randolph street. It has a handsome auditorium running parallel with the street. This is a vanderbilt house, where the very best combinations, representing a varied line of novel specialties appear. The

management conducts the theater on the popular plan of moderate prices, consequently there is always a full house.

**Omnibus and Baggage Transfer Rates.**—Omnibuses run between all depots and all principal hotels, connecting them with the passenger trains. The rate of fare to and from any depot or hotel is fifty cents, payable in exchange for a ticket to the collector in the vehicle, or the agent on the train. The price charged for transferring baggage to and from any train, and

yellow. As yet the majority of these opium-smokers are Mongolians, but the number of white devotees of the pipe is continually increasing.

**Packing House Odors.**—In 1874 the sanitary board passed a regulation that all packing and rendering houses within the city limits should put in an apparatus to consume the gases from the rendering tanks. In compliance with this regulation a majority of the packers employed the system in use at the agricultural works at Deptford,



PALMER HOUSE, STATE AND MONROE STREETS.

to and from any place in the city limits, is fifty cents, for the first piece, and for each additional piece 25 cents.

**Opium Dens.**—The vice of opium smoking, which always comes with the Chinese, has established itself in Chicago along with the 1,200 or more Chinese who live in the western metropolis. South Clark street is noted for opium "joints," and the nightly raids of the police usually result in quite a haul of victims of the habit, both white and

England. That is, to condense all the aqueous vapors, and discharge them into the sewers, and to pass the dry gases over the fire under the boilers; where, coming in contact with the live coals, all the animal matter carried by the gas is consumed. The other establishments where this plan was not used adopted the plan of first carbonizing the gases and then burning them. Both systems were successful and resulted in much good, both to the city and the packing-houses.



**Paints and Varnish.**—In the manufacture of paints and varnishes Chicago long has stood in the front rank. More than \$22,000,000 worth of these goods were manufactured here last year.

**Palatine.**—Palatine is 26 miles from Chicago and has a population of 1,020. It has good drainage and all modern conveniences. Palatine is one of the finest farming districts in the northern part of Illinois.

**Palmer House.**—The external appearance of this remarkable building and splendid hotel is such that it is a wonder to strangers and a "joy forever" to the citizens of Chicago. From 700 to 1,000 guests are usually accommodated in this, one of the largest and costliest hotels in the world. The new Palmer House was opened in the year 1873 by Mr. Potter Palmer, who was then the sole proprietor and manager. This magnificent hostelry is at present conducted strictly on the European plan, which of recent years has become so popular with first-class hotels in the United States. In connection with the Palmer House are the famous bath house and barber shop, said to surpass anything of the kind in the United States, if not in the world. They merit a visit of inspection by strangers who desire to see the highest style of art bestowed on such places of convenience.

The Palmer House is located in the very heart of the business center of the city and but a few minutes' walk to the leading retail stores, banks, theaters and wholesale houses, and is one of the most popular of Chicago's leading hotels. Mr. William C. Vierbuchen, who has been connected with this well known hostelry for many years, is the genial manager.

**Park Ridge.**—Park Ridge is thirteen miles from Chicago and has a population of 2,500. It has very many pretty homes surrounded with lawns. Two artesian wells supply water of remarkable purity.

**Patrol System.**—The attention of strangers is frequently called to a wagon, drawn by a spirited team of horses dashing through the streets after the manner of a vehicle of the Fire Department. These wagons are painted blue; the occupants, from two to eight, are fine specimens of manhood, and they are uniformed in blue, with helmets and badges. When the clanging gong of the patrol wagon is heard, other vehicles and pedestrians clear the track. These wagons, with the armed patrol, when seen under these circumstances, are going somewhere in the least possible time, perhaps to a fire, perhaps to the scene of a riot, or murder, or it may be to pick up a common "drunk." It is possible they have been summoned to the scene of an accident, someone has been injured, stricken with paralysis, or taken suddenly ill. Again, you may see wagons moving slowly along the street. If you can look within you will see a person or persons who are not uniformed; they may be prisoners in manacles, or injured persons on stretchers, being conveyed as carefully as possible to a convenient hospital, or, again it may be the body of an unknown on the way to the morgue. The patrol wagon system is a valuable auxiliary to the Police Department. The system had its origin in Chicago, and it is worked to perfection. The number of patrol wagons is fifty-eight. From the patrol boxes, located at convenient corners, or by telephone from any point or place of business or residence, a patrol wagon, containing from four to eight police officers, may be summoned at any hour of the day or night. The response is quick. The telephone and telegraph are constantly employed in connection with the police system and many arrests are made in this way that could not have been accomplished by the old methods. The patrol system is also an ambulance corps, and renders valuable assistance in rescuing the in-

jured in accidents, or in carrying to hospitals those who are suddenly stricken with illness. Besides the patrol wagons there are several regular ambulances connected with the department.

**Pawnbrokers.**—These most useful gentry are known in Chicago

hoc," is supposed to be derived from the Latin motto, in hoc signo, etc., its application lying in the fact that the pawnbroker's sign invariably consists of three golden balls suspended in a triangle above the doorway. Pawn-broking is a business almost entirely affected



PEOPLES GAS LIGHT & COKE COMPANY NEW  
OFFICE BUILDING, ADAMS STREET AND  
MICHIGAN BOULEVARD.

by various slangy and semi-facitious appellations. "My Uncle's" is, perhaps, the commonest; but pawning articles is variously referred to by the class who patronize the pawnshops as "spouting" and "hocking." The latter verb, "to

by the Jews. The volumes of unwritten history which are embalmed on the shelves of the pawnshops of a great city are not only a marvel, but a pity; and the student of human nature and the man who would calculate the sum of

human misery would do well to make them prominent among his text-books. Should anyone desire to study the trials of the improvident and the unthrifty, let him simply go to a pawn shop and offer some article of value, and in a day or two redeem it. In many of the better class of these places private stalls are provided as a concession to the feelings of their patrons, but among the lower classes this is dispensed with. Along both sides of Clark street and Halsted street pawn shops are most common; but one has not to seek far afield for one in any of the poorer quarters of Chicago. On State and Dearborn streets your high-class pawnbroker flourishes as a "loan agent" or "diamond broker," and he advertises his office in the financial columns of the daily papers. These, as a rule, lend money only on jewels, and have handsomely decorated offices. The pawnbroker is allowed by law to charge 10 per cent per month on his loan, and to dispose of the goods at the expiration of one year, if the interest is not paid and the goods redeemed. They rarely advance over one-fourth to one-third of the actual value of the goods, and, as many of their pledges are never called for, their profits are large. Pawnbrokers' sales of unredeemed clothing are made at auction, but articles of value find their way into stores when unredeemed pledges are sold at private sale. The pawnbrokers' shops are licensed, and officers of the police force are assigned to investigate the goods pawned. Into these places many stolen articles find their way and are recovered. It not infrequently happens that pawn shops are used as "fences" by thieves where they unload their plunder and receive a small amount on the value of the goods. It is a dangerous business to receive stolen goods, and some of these al-

leged pawnbrokers have found their way to the prison at Joliet.

**Pay Rolls of County** require money to the amount of \$200,000 per month and it took \$151,382.60 to pay the clerks and judges of the last election.

**Pensions.**—The total amount of pensions paid by the United States between 1866 and 1903, inclusive, was \$3,654,663,364.42, and the cost, maintenance and expenses of the organization for the payment of these pensions during the same period were \$122,574,462.96, a total of \$3,777,237,828.38, exceeding the amount of money in circulation in this country in 1907 by more than \$1,120,000,000. Ponder this in connection with the tremendous sacrifice of life and you will begin to realize the cost of unpreparedness. The Chicago Pension Office disburses at least \$8,000,000 per year.

**Peoples' Gas Building.**—This building is located at No. 150 Michigan avenue and has a frontage of 196 feet. It has been designed for office purposes exclusively and embodies all modern features calculated to make it most attractive and desirable for office use. The building is to be twenty stories in height, and of modern fireproof steel construction. Exterior, granite and terra cotta; interior, finished throughout in mahogany, white marble and bronze. The plan contemplates a central light court, 60 x 70 feet in area, extending up to the seventeenth floor, above which level the area will be increased to 98 x 76 feet. The court will be opened at the top, and the interior walls will be finished in white enamel brick, thus insuring excellent light and ventilation to the inside offices. The latest improvements and devices in office building construction and equipment will be installed, so as to insure first-class service and cleanliness. Ample toilet rooms, equipped with the most modern sanitary appliances, and also manicure rooms and barber shop, will be located on the



tenth floor. There will be fourteen passenger elevators and one freight elevator of the latest and safest type, installed on the north side of the building. Some of the elevators will be "locals" to the eleventh floor only, while the balance will be "express," making the first stop at the tenth floor. Porcelain lavatories throughout. Efficient service in all departments will be maintained. The usual janitor service, except as regards the first floor and attic, will be included in the rental price. Gas or electric light will be supplied at current rates. The central location of the Peoples' Gas building on the street which is destined to be one of the finest boulevards in the world, together with exceptionally good light and air, and comparative quiet, are features which are especially to be desired. Size of building, 171x196 feet. Cost, \$3,500,000. About 1,400 offices. Absolutely modern in every detail. East India mahogany throughout. Open May 1, 1910. All applications for space or further particulars should be made to Marshall Clark, agent, 157 Michigan avenue. Telephone Central 1076.

**Pertinent Statistics.**—St. James church is the oldest Episcopal church in this city.

The city was first lighted by gas September, 1850.

In 1800 the population of Illinois was 2,458.

The first newspaper printed in Chicago was published November 26, 1833.

Where the postoffice now stands there was wolf-hunting in 1834.

There was rejoicing in 1833 that goods could be transported from New York to St. Louis in the short space of twenty-three days.

The longest street is Western avenue, twenty-two miles in extent.

Chicago was originally platted and surveyed August 4, 1830, incorporated as a town February 11, 1835, as a city March 4, 1837.

The city is twenty-six miles long,

greatest width fifteen miles, total area 190 square miles. Lake frontage twenty-two miles, 4,152.73 miles of streets, of which 1,324.60 are improved. Fifty-nine miles are boulevards. Park area, 2,232 acres.

The great fire began October 8, 1871, by the upsetting of a lamp by Mrs. O'Leary's ill-tempered cow, and burned until extinguished by a rain the morning of October 10. There were 2,100 acres of land burned over, 18,000 buildings destroyed, and 100,000 people rendered homeless by the calamity. Estimated loss, \$200,000,000.

**Pet Animals.**—Chicagoans are as fond of tame animals as any people in the world, and liberal space of Chicago houses, with large yards, gives better opportunities for the rearing of such creatures than is possessed by the dwellers in New York or other eastern cities. Many costly cats, dogs, etc., are owned in this city.

**Pharmacy, Colleges of.**—The Illinois College of Pharmacy, a department of Northwestern University, is located at 40 Dearborn street, and is attended by nearly 300 students.

**Pneumonia.**—Pneumonia is classed as one of the infectious diseases. The germs that cause it are among the commonest known. They are found in the throats of most people that are suffering from colds, sore throats, and influenza. They develop into pneumonia when the person is of low vitality and has little or no resisting power.

Pneumonia is one of the bad air diseases, and the best prevention is plenty of good, fresh air and sunshine all the time, and deep breathing.

**Piano Producing Center.**—That Chicago should have become within the past ten years the principal piano producing center of the United States is not surprising to those who have watched the commercial growth of the city and who are conversant with its industrial activities. Of a total of some 310,-

000 pianos manufactured in this country in 1908, approximately 80,000 were produced in Chicago alone.

Considering the fact that the industry of piano making in Chicago began in 1884, this advance of the industry to a position of pre-eminence within twenty-four years is surprising.

A prime factor which enters into the favorable consideration of the Chicago piano product by the trade is the uniform high character of the local manufactured article. Within the past ten years this standard of quality has been greatly improved until today the eastern manufacturers are reluctantly compelled to admit the unquestionable merits of the Chicago built article.

Assuming that the retail value of the entire output of pianos in the United States is \$90,000,000 a year, the volume of business done by the Chicago manufacturers annually will not fall far short of \$23,000,000. The value of musical instruments manufactured in Chicago in 1908 was \$30,070,000.

The manufacture of musical instruments of other kinds, used by bands, is an important branch of the industry which is making rapid strides. Not only have the manufacturers of Chicago become formidable competitors of the eastern makers, but the Chicago jobbers of musical instruments of all kinds are an important adjunct in the distribution here of eastern made goods. The eastern and western manufacturers are working in harmony, thanks to the organization several years ago of the National Piano Manufacturers' Association.

**Places of Interest.**—Academy of Sciences Museum in Lincoln Park.  
Cemeteries—Graceland, Rosehill, Calvary.

Fort Sheridan, near Highwood.  
Grant, Lincoln, Schiller, Goethe and other monuments in Lincoln Park.

Historical Society library and collection. Dearborn avenue and Ontario street.

Lake Shore drive.

Lincoln Park conservatories and zoo.

Newberry Library, Clark street and Walton place.

Northwestern University, in Evanston.

Waterworks, Chicago avenue, near lake.

Armour Institute of Technology, 3300 Armour avenue.

Art Institute galleries of paintings, sculptures and art collections, on the lake front, foot of Adams street.

Auditorium tower, Wabash avenue and Congress street; view of city.

Blackstone branch library, Lake avenue and Forty-ninth street.

Board of Trade, La Salle street and Jackson boulevard; admission to gallery.

Cahokia courthouse, on Wooded Island, in Jackson Park.

Caravels, in Jackson Park.

Central Trust Company building, interior mural decoration, 148 Monroe street.

Chamber of Commerce building (interior). La Salle and Washington streets.

Chicago Normal School, Sixty-eighth street and Stewart avenue.

Confederate monument in Oakwoods cemetery.

County Building, Clark and Randolph streets.

Crerar Library, 87 Wabash avenue, sixth floor.

Douglas monument, Thirty-fifth street and Ellis avenue.

Drexel, Grand and Fifty-fifth street boulevards.

Field Museum, in Jackson Park.

Fort Dearborn site tablet, 1 River street, opposite Rush street bridge.

Grand Army Hall, in Public Library Building, Randolph street and Michigan avenue.

Iroquois Theater fire, scene of, 79-83 Randolph street.

Jackson Park, site of World's Fair in 1893.

Life-saving Station, at mouth of Chicago River.

Logan statue in Grant Park (lake front).

Marquette Building sculpture panels, Dearborn and Adams streets.

Masonic Temple; view of city from roof.

Massacre monument in Eighteenth street and drainage canal.

Midway Plaisance.

Montgomery Ward tower, Michigan avenue and Madison street; view of city.

McKinley statue in McKinley Park.

Orchestra Hall, 168 Michigan avenue.

Postoffice, on square bounded by Adams, Clark and Dearborn streets and Jackson boulevard.

Public Library, Michigan avenue and Washington street.

Pullman, suburb and manufactory.

South Water street; commission house district.

State street department stores; shopping district.

Stockyards, Halsted and Root streets.

University of Chicago quadrangles, Ellis avenue and Fifty-eighth street.

Washington statue, Grand boulevard and Fifty-first street.

Wendell Phillips high school, Prairie avenue and Thirty-ninth street.

Wooded Island, in Jackson Park.

Ashland, Garfield, Humboldt, Washington and Garfield boulevards.

Douglas Park.

Drainage Canal.

Ghetto district, on South Canal, Jefferson and Maxwell streets; fish market on Jefferson street from Twelfth to Maxwell.

Haymarket square, Randolph and Des Plaines streets; scenes of anarchist riot.

Hull House, 335 South Halsted street.

Humboldt Park.

Humboldt. Leif Ericson, Reuter and Kosciusko monuments, in Humboldt Park.

Parental School, St. Louis and Berwyn avenues.

Police monument (Haymarket), in Union Park.

### Play Parks.

ARMOUR SQUARE.—Ten acres. Lies between Thirty-third and Thirty-fourth streets, Fifth and Shields avenues. May be reached from down town on the Wentworth avenue cars.

BESSEMER PARK.—22.88 acres. Lies in South Chicago between Eighty-ninth and Ninety-first streets, South Chicago and Muskegon avenues. May be best reached from down town by Illinois Central Railroad and the South Side Elevated to Sixty-third street and Jackson Park avenue, and the Windsor Park and South Chicago surface lines.

CORNELL SQUARE.—Ten acres. Lies between Fiftieth and Fifty-first, Wood and Lincoln streets. May be reached from down town on State street or other car lines connecting with the Fifty-first street cross town car lines.

DAVIS SQUARE.—Ten acres. Lies between Forty-fourth and Forty-fifth streets, Marshfield and Hermitage avenues. May be reached from down town on the Ashland avenue surface cars.

HAMILTON PARK.—29.95 acres. Lies between Seventy-second and Seventy-fourth streets, Chicago, Rock Island and Chicago Western Indiana Railroad tracks. May be reached from down town on the Chicago, Rock Island & Pacific Railroad and the Wentworth avenue surface lines.

HARDIN SQUARE.—7.41 acres. Lies between Twenty-fifth and Twenty-sixth streets, Wentworth avenue and the Rock Island Railroad. May be reached from down town by the Wentworth avenue cars. It has not yet been improved, but it is expected that the work of construction will be completed by the spring of 1909.

MARK WHITE SQUARE.—Ten acres.



Lies between Twenty-ninth and Thirtieth, Halsted and Poplar streets. May be reached from down town on the Halsted street cars.

OGDEN PARK.—60.54 acres. Lies between Sixty-fourth and Sixty-seventh streets, Center avenue and Loomis street. May be reached from down town by Center avenue cars.

PALMER PARK.—40.48 acres. Lies between One Hundred and Eleventh and One Hundred and Thirtieth streets, South Park and Indiana avenues. May be reached from down town on the Illinois Central Railroad and the South Side Elevated road to Sixty-third street and South Park avenue and the West Pullman surface lines.

RUSSELL SQUARE.—11.47 acres. Lies in South Chicago between Eighty-third street and Illinois, Bond and Houston avenues. May be reached from down town on the Illinois Central Railroad and the South Side Elevated to Sixty-third street and Madison avenue, and the Hammond and Whiting surface lines.

SHERMAN PARK.—60.60 acres. Lies between Fifty-second street and Garfield boulevard, Center avenue and Loomis street. May be reached from down town by the Center avenue cars.

SQUARE No. 14.—Ten acres. Lies between Forty-fifth street and Forty-sixth place, Princeton avenue and Fort Wayne & Chicago Railroad. It has not yet been improved, but it is expected that the work of construction will be completed by the end of 1909. May be reached by Wentworth avenue cars to Forty-fifth street.

No. 15 PARK.—19.16 acres. Lies between Seventy-sixth and Seventy-eighth streets and Dobson and Ingleside avenues. May be reached from down town by Illinois Central or Lake Shore or Fort Wayne Railroad to Grand Crossing and by Cottage Grove avenue surface cars. Not yet improved.

No. 16 PARK.—18.52 acres. Lies between One Hundred and Third

and One Hundred and Fifth streets, Oglesbe and Bensley avenues, May be reached by the Commercial avenue cars from South Chicago at One Hundred and Fourth street and Torrence avenue. Not yet improved.

No. 17 PARK.—Twenty acres. Lies on west side of Carondelet avenue, between One Hundred and Thirtieth and One Hundred and Thirty-second streets. May be reached by the Chicago & Western Indiana Railroad to Hegewisch station, or the Fort Wayne Railroad to Burnham. Not yet improved.

**Police Arrests.**—The total number of arrests by the police department of Chicago in 1908 was 58,002, of which 51,206 were males and 6,796 females. Of those arrested 2,049 were under sixteen years of age; 7,807 between sixteen and twenty; 13,138 between twenty and twenty-five; 9,874 between twenty-five and thirty; 13,552 between thirty and forty; 7,767 between forty and fifty; 2,801 between fifty and sixty, and 1,014 over sixty.

Of the charges brought against the prisoners 35,650 were for disorderly conduct, 5,420 for larceny, 1,561 for gambling, 2,325 for assault, 1,415 for burglary, 719 for robbery, 25 for manslaughter, and 73 for murder.

**Police Department.**—The total amount of money appropriated for the expenses of the department for the year was 5,610,845.26, which includes the Municipal Lodging House and Dog Pound.

The total amount of money expended during the year was \$5,388,110.01.

The estimated value of property in the department, consisting of real estate, furniture, horses, vehicles, stationery, etc., is \$1,869,977.30.

The number of arrests made during the year was: Felonies, 10,653; state misdemeanors, 8,345; violation of city ordinances, 44,134; making a total of 63,132 arrests. Included among the cases disposed of were 4,056 cases held to the

Grand Jury and Juvenile Court, and 25,307 persons were fined. Total amount of fines imposed was \$477,369. The value of all property recovered and returned to owners, including horses and vehicles lost and stolen, amounted to \$498,571.63.

There are 466 commanding officers in the department, 3,636 patrolmen and 427 other employes, making a total of 4,529 employes in the department.

Three hundred and fifty-one fugitives from justice were returned to other cities and 122 were traced to other cities and returned to Chicago.

Three hundred and thirty-nine officers were injured while in the discharge of their duties. Forty-one officers died during the year, and of this number two were killed.

A uniform department where a register is kept of clothes purchased and an inspection of uniforms is made every three months. The result has been a great improvement in the appearance of the men. A new cap and a new shield were created during the year, which met with hearty approval by the public.

A department which has greatly increased its work is that of the Bureau of Identification, where 14,647 photographs were finished with the descriptions written on them, and 3,455 finger prints were taken. Five hundred and seventy-six finger prints were identified and 310 reports furnished the Board of Pardons, and it has also been of great assistance to the municipal judges when desiring records of persons brought before them. Out of 1,660 suspects brought to the bureau, 655, or over 39 per cent, were identified.

## POLICE STATIONS.

### CENTRAL DIVISION.

1st District, 1st Precinct, 181 East Washington street.  
2d District, South Chicago.  
147 Milwaukee avenue.

### FIRST DIVISION HEADQUARTERS.

Harrison and La Salle Streets.  
2d District, 2d Precinct, Harrison and La Salle streets.  
2d District, 3d Precinct, 318 Twenty-second street, corner Wentworth avenue.  
2d District, 4th Precinct, 2523 Cottage Grove avenue.  
3d District, 5th Precinct, 144 Thirty-fifth street (Stanton avenue).  
3d District, 6th Precinct, Thirty-fifth street, near Halsted street.  
3d District, 7th Precinct, 2913 Loomis street, near Archer avenue.  
3d District, 8th Precinct, California avenue, near Thirty-eighth street (Brighton Park).

### SECOND DIVISION HEADQUARTERS.

Fifty-Third Street and Lake Ave.  
4th District, 10th Precinct, Fifty-third street, corner Lake avenue.  
4th District, 11th Precinct, Fifty-fourth street, corner State.  
5th District, 12th Precinct, 6344 Grace avenue (Woodlawn).  
5th District, 13th Precinct, Dobson, near Seventy-fifth street.  
5th District, 14th Precinct, Kensington and Front.  
6th District, 15th Precinct, Eighty-ninth street and Exchange avenue.  
6th District, 16th Precinct, Hegevisch.  
7th District, 17th Precinct, Sixty-fourth street and Wentworth avenue.  
7th District, 18th Precinct, Eighty-fifth street, South Green street and Vincennes avenue.  
8th District, 19th Precinct, West Forty-seventh place and South Halsted street.  
8th District, 20th Precinct, Forty-seventh and Paulina streets.

### THIRD DIVISION HEADQUARTERS.

South Desplaines Street and Waldo Place.  
9th District, 21st Precinct, South Morgan and Maxwell streets (West Thirteenth place).  
9th District, 22d Precinct, 187 Canalport avenue.  
9th District, 23d Precinct, 691

West Twenty-first and Paulina streets.

15th District, 24th Precinct, West Thirteenth street and South Oakley avenue.

15th District, 25th Precinct, 942 Millard avenue.

10th District, 27th Precinct, 19 South Des Plaines.

10th District, 28th Precinct, 609 West Lake.

15th District, 29th Precinct, 526 Warren avenue.

15th District, 30th Precinct, West Lake, corner Forty-third avenue.

15th District, 31st Precinct, Lake and Central avenue, Austin.

#### FOURTH DIVISION HEADQUARTERS.

233 West Chicago Avenue Station.

11th District, 32d Precinct, 233 West Chicago avenue.

11th District, 33d Precinct, 99 West North avenue.

11th District, 34th Precinct, 480 West North avenue.

14th District, 35th Precinct, Milwaukee avenue, corner Attrill street.

14th District, 36th Precinct, Milwaukee avenue, corner Irving Park boulevard.

14th District, 37th Precinct, Grand avenue, corner Bloomingdale.

#### FIFTH DIVISION HEADQUARTERS.

242 East Chicago Avenue Station.  
12th District, 38th Precinct, 242 Chicago avenue.

12th District, 39th Precinct, Hudson avenue and Blackhawk street.

12th District, 40th Precinct, 958 North Halsted street.

13th District, 41st Precinct, Sheffield avenue, near Diversey.

13th District, 42d Precinct, North Halsted and Addison.

13th District, 43d Precinct, Foster, between Robey and Winchester avenue.

13th District, 44th Precinct, Rogers Park, Estes avenue and North Clark street.

13th District, 45th Precinct, Grand avenue and Robey street.

**Political Organizations.**—Democratic State Committee, Sherman

House, Edwardsville. County Committee, 91 South Clark street.

Prohibition State Committee, room 15-92 La Salle street; National Committee, 92 La Salle street; County Committee, room 18, 92 La Salle street.

Republican State Committee; Cook County Central Committee, 76 Fifth avenue.

Single-Tax Club, 508 Schiller Building.

Socialist State headquarters, 180 Washington street; Chicago headquarters, 163 Randolph street.

Chicago Civil Service League, room 12, 81 Clark street.

Chicago Political Equality League, 203 Michigan avenue.

Citizens' Association of Chicago (nonpartisan), room 33, 92 La Salle street.

City Club, 228 Clark street.

Civic Federation (nonpartisan), room 520, 184 La Salle street.

Civil Service Reform Association of Chicago, 810, 100 Washington street.

County Democracy Club, 145 Randolph street.

Legislative Voters' League of Cook County (nonpartisan), 92 La Salle street.

Municipal Voters' League (nonpartisan), 228 South Clark street.

Referendum League, 69 Dearborn street.

**Political Parties.**—The two great political parties are almost equally represented in Chicago, and every election is closely and bitterly contested. Careful attention has to be paid to the wishes and requests of every nationality, and any blunder, which may transfer the vote of any particular nation to an opposing candidate, usually means a disastrous defeat. The Prohibition party is too insignificant to be considered; the labor party, however, is slowly gaining strength at each election. In the old city proper, the Democracy has now a large majority, but the farmers of the outlying districts and the country towns are almost solidly Republican.



**Post Cards.**—The printing of post cards is an important feature of the printing and allied trades in Chicago. More than 200,000,000 souvenir post cards were printed last year, a record achieved by no other city in the world. These embrace every design, from the novel concoction in soft leather to the plain black and white card. This is comparatively a recent industry, but it has grown to mammoth proportions within the last five years, and it is still growing.

**Postoffice Building.**—Henry Ives Cobb, architect. Actual cost of building to date, February 8, 1909, \$5,083,000. Located in the square bounded by Adams street on the north, Dearborn street on the east, Jackson boulevard on the south, and Clark street on the west, and is, properly speaking, in the very heart of the South Side business district. The building occupies the entire square. Dimensions, 311x386 feet. Area, 120,000 square feet on first floor. Area, 150,000 square feet in basement. Main building eight stories high and dome eight more stories, making a total of sixteen stories. Total height, 297 feet. Foundation, 76 feet deep. Approximate weight of building, 120,000 tons. Cubical contents, 12,000,000 feet. Design, Roman Corinthian. Building, fireproof; steel construction. Foundation, limestone masonry and supported on wooden piles and oak grillage. Exterior walls, gray granite with brick backing. Roof, book tile covered with vitrified tile. Dome is roofed with gilt glass tile. Building was started on passage of the act February 13, 1895, which authorized its construction. It required about ten years to complete the building. Recently the interior of the building was beautifully decorated.

**P. O. Carrier Stations.**—Hours, 7:00 a. m. to 6:00 p. m. Sundays, 11:30 a. m. to 12:30 p. m.

Armour—3017 Indiana avenue.  
Auburn Park—700 West Seventy-ninth street.

Austin—5649 Lake street.  
Bush Temple—Clark street and Chicago avenue.  
C.—428-430 West Madison street.  
Carpenter Street—291-293 Carpenter street.  
Central Postoffice—Adams and Clark streets.  
Chicago Lawn—3608 West Sixty-third street.  
Cragin—1596 Armitage avenue.  
D.—833-845 West Madison street.  
Dauphin Park — 9033 Cottage Grove avenue.  
Douglas Park—580 South Western avenue.  
Dunning—2684 West Irving Park boulevard.  
East Side—9904 Ewing avenue.  
Elsdon — 3533 West Fifty-first street.  
Edgewater — 1203 Bryn Mawr avenue.  
Englewood — 549 West Sixty-third street.  
Fifty-first Street—5052-54 South Halsted street.  
Garfield Park—1926 West Madison street.  
Grand Crossing—7462 South Chicago avenue.  
Hegewisch — 13305 Erie avenue.  
Hyde Park—205 East Fifty-fifth street.  
Irving Park — 1211 Irving Park boulevard.  
Jackson Park—528-30 East Sixty-third street.  
Jefferson—4303 Milwaukee avenue.  
Kinzie Station—56 Kinzie street.  
Lake View—1662-64 North Clark street.  
Lincoln Park — 649-51 North Clark street.  
Logan Square—1911 Milwaukee avenue.  
M.—Fortieth street and Cottage Grove avenue.  
Masonic Temple—State and Randolph streets.  
McKinley Park—3475-79 Archer avenue.  
Millard Avenue — 1569 Ogden avenue.  
Montclair—North Seventieth and Medill avenues.

Night Station—Federal Building,  
Clark street entrance.

North Halsted—1149 North Hal-  
sted street.

Norwood Park—3470 Avondale  
avenue.

Pilsen—671-673 Loomis street.

Pullman—4 Arcade Building.

Ravenswood—1307 West Ravens-  
wood Park.

Riverdale—3565 Indiana avenue.

Rogers Park—4796 North Clark  
street.

South Chicago—9310 Commercial  
avenue.

South Water—19 La Salle street.

Stock Exchange—Southwest cor-  
ner Washington and La Salle  
streets.

Stock Yards—4193 South Halsted  
street.

Twenty-second Street—90 East  
Twenty-second street.

U.—Jackson boulevard and Canal  
street.

Washington Heights—1300 West  
One Hundred and Third street.

West Pullman—12005 Halsted  
street.

Wicker Park—1265 Milwaukee  
avenue.

Winnemac—2536 Lincoln avenue.

#### STATIONS WITHOUT CARRIERS.

Bush Temple—Northwest corner  
Clark st and Chicago av.

Masonic Temple—51 State st.

Southwater—19 and 21 LaSalle st.  
Stock Exchange—Southwest cor-  
ner Washington and LaSalle sts.

**DELIVERY DIVISION.**—General of-  
fices, 370 Federal Building. Car-  
rier stations—Hours: 7 a. m. to 6  
p. m.; Sunday, 11:30 a. m. to 12:30  
p. m.

Armour—3017 Indiana av.  
Auburn Park—700 West Seventy-  
ninth st.

Austin—5649 and 5651 West Lake  
st.

C—428 and 430 West Madison st.  
Carpenter Street—291 and 293  
North Carpenter st.

Central—Adams and Clark sts.  
Chicago Lawn—3608 West Sixty-  
third st.

Cragin—1596 Armitage av.  
D—833 and 835 W. Madison st.  
Dauphin Park—9033 Cottage Grove  
av.

Douglas Park—578 and 580 South  
Western av.

Dunning—2684 West Irving Park  
blvd.

Eastside—9909 Ewing av.  
Edgewater—2522 and 2524 Evans-  
ton av.

Elsdon—3533 West Fifty-first st.  
Englewood—549 and 551 West  
Sixty-third st.

Fifty-first Street—5052 and 5054  
Halsted st.

Garfield Park—1926 West Madison  
st.

Grand Crossing—7462 South Chi-  
cago av.

Hegewisch—13303 Erie av.

Hyde Park—205 and 209 East  
Fifty-fifth st.

Irving Park—1159 Irving Park  
blvd.

Jackson Park—528-530 East Sixty-  
third st.

Jefferson—4303 Milwaukee av.  
Kinzle—56 Kinzie st.

Lakeview—1662 and 1664 North  
Clark st.

Lincoln Park—649 and 651 North  
Clark st.

Logan Square—1911 and 1913 Mil-  
waukee av.

M—Fortieth st and Cottage Grove  
av.

McKinley Park—3475 and 3477 Ar-  
cher av.

Millard Avenue—1569 and 1571  
Ogden av.

Mont Clare—1317 North Seventieth  
av.

North Halsted—1149 and 1153  
North Halsted st.

Norwood Park—3470 Avondale av.

Pilsen—671 and 673 Loomis st.  
Pullman—4 Arcade bldg.

Ravenswood—1307 West Ravens-  
wood Park.

Riverdale—13565 Indiana av.  
Rogers Park—4796 North Clark st.

South Chicago—3210 Commercial  
av.

Stock Yards—4193 Halsted st.  
Twenty-second Street—90 East  
Twenty-second st.

U—Jackson blvd and Canal st.  
Washington Heights—1360 West  
One Hundred and Third st.

West Pullman—12005 Halsted st.  
Wicker Park—1263 and 1265 Mil-  
waukee av.

Winnemac—2536 Lincoln av.

**Postoffice Inspectors.**—For con-  
venience of administration, the  
United States Postoffice Inspection  
Service is operated from fifteen  
division headquarters, the largest  
and most important division being  
that located at Chicago, and com-  
prises the three states of Illinois,  
Wisconsin and Michigan.

Gen. James E. Stuart, the inspec-  
tor in charge, has immediate super-  
vision over the work of the forty-  
two inspectors attached to the di-  
vision. Nine of these inspectors,  
known as City Inspectors, are



NEW CHICAGO POST OFFICE AND CUSTOM HOUSE—OCCUPYING ENTIRE BLOCK BOUNDED BY CLARK,  
ADAMS AND DEARBORN STREETS, AND JACKSON BOULEVARD.



domiciled in Chicago, while thirty-three, known as Field Inspectors, operate within assigned territory in one or other of the three states.

Postoffice inspectors are the personal representatives of the Postmaster General, and receive their instructions from, and report to him, through the Inspector in Charge.

Their duties embrace general supervision of postoffices, giving of instructions to postmasters and examination of their accounts, investigation of all charges against postal employees, losses or depredations upon the mails, investigation of all cases of misuse of the mails, or violations of the postal laws, investigation to determine validity and sufficiency of bonds of postmasters and contractors, laying out of rural routes and free delivery routes in cities, and any other matters affecting the postal service to which they may be assigned.

Under the supervision of the Postoffice Inspectors of the Chicago division there are at present 6,305 rural free delivery routes and 4,845 postoffices.

### Postage Rates.

#### DOMESTIC.

**FIRST CLASS.**—Two cents an ounce or fraction thereof. Includes letters and all written or partly written matter sealed or unsealed, and all other matter sealed or closed against inspection.

Postal cards, sold by the government, 1 cent each; double or reply cards, 2 cents each.

**SECOND CLASS.**—All regular newspapers, magazines and other periodicals issued at stated intervals not less than four times a year, when mailed by publishers or news agents, 1 cent a pound or fraction thereof; when mailed by individuals, 1 cent for each four ounces or fractional part thereof.

**THIRD CLASS.**—One cent for each two ounces or fractional part thereof. Includes books, circulars, pamphlets, calendars, cards, press clippings, blank forms mainly in

print, printed labels, lithographs, sheets, periodicals having the character of books and publications which depend for their circulation upon offers of premiums.

**FOURTH CLASS.**—One cent an ounce or fraction thereof. Includes all matter not in the first three classes, such as blank books, blank cards, blank paper, blotters, playing cards, celluloid, coin, crayon, pictures, cut flowers, metal or wood cuts, drawings, dried fruit, dried plants, electrotype plates, framed engravings, envelopes, letterheads, cloth maps, samples of merchandise, metals, minerals, napkins, oil paintings, photograph albums, printed matter on other material than paper stationery, tintypes and wall paper.

**REGISTRATION.**—All mailable matter may be registered at the rate of eight cents for each package in addition to the regular postage, which must be prepaid.

#### FOREIGN.

**LETTERS.**—Five cents for each ounce or fraction thereof—prepayment optional except as to Canada and Mexico. Double rates are collected on delivery of letters without postage or having too little postage.

**POST CARDS.**—Single, 1 cent each; double, 2 cents each.

**NEWSPAPERS, ETC.**—One cent for each two ounces or fraction thereof—prepayment required, at least in part.

Rates on letters to United Kingdom, Germany, Canada, Mexico, Cuba, Port Rico, Hawaii and the Phillipines, two cents an ounce or fraction thereof.

#### MONEY ORDER.

Fees on domestic money orders are: For orders not exceeding \$2.50, 3 cents; \$2.50 to \$5, 5 cents; \$5 to \$10, 8 cents; \$10 to \$20, 10 cents; \$20 to \$30, 12 cents; \$30 to \$40, 15 cents; \$40 to \$50, 18 cents; \$50 to \$60, 20 cents; \$60 to \$75, 25 cents; \$75 to \$100, 30 cents.

International money orders cost: For sums not exceeding \$10, 10

cents; \$10 to \$20, 20 cents; \$20 to \$30, 30 cents; \$30 to \$40, 40 cents; \$40 to \$50, 50 cents; \$50 to \$60, 60 cents; \$60 to \$70, 70 cents; \$70 to \$80, 80 cents; \$80 to \$90, 90 cents; \$90 to \$100, \$1.

<b>Postal Receipts.</b> —Fiscal year, 1908:	
Stamps and cards.....	\$12,394,501.00
Envelopes .....	1,048,310.97
Newspaper and periodical postage .....	731,388.53
Third and fourth class postage .....	333,829.32
Postage due .....	73,783.00
Box rent .....	9,585.01
Sale of waste paper, etc.	6,711.54
Excess over invoices....	833.44
Deficient registry postage .....	48.20

Total receipts.....\$14,598,991.01  
Increase for year ended June 30, 1908, \$661,936.78, or 4½ per cent.

#### Postal Railway Mail Service.—

There are 250 mail trains arriving and departing from Chicago daily over the 42 railway postoffice lines which have Chicago for their terminal. In distributing the mail on these lines 2,030 clerks are employed and in addition to separating mail for nearly all states they make up Chicago city mail to carriers and stations for immediate delivery by carriers upon arrival of trains. This system inaugurated by Chicago admits of the delivery of 70 per cent of city mail before 9 a. m.

There are, in addition to these trains carrying postal cars and clerks, 225 express trains arriving and departing from Chicago daily with closed pouch mails not opened until pouches reach their destination. An average of 500 tons of mail is taken out of Chicago each day and approximately 300 tons of this originates in Chicago and the remainder is in transit through the city.

For administrative purposes, United States is divided into twelve divisions of the Railway Mail Service, all under a general superintendent at Washington, and each under a division superintendent. Total number of employees, 15,000.

Chicago is headquarters of the Sixth Division, comprising Illinois, Iowa, Nebraska, Wyoming and the

Black Hills district of South Dakota, with 2,400 officials and clerks and 37,997 miles of steam and electric railroads carrying mail.

The Fifth Division, with headquarters at Cincinnati, the Ninth Division, with headquarters at Cleveland, and the Tenth Division, with headquarters at St. Paul, each have lines entering Chicago and each has one or more chief clerks stationed at Chicago to whom office room is assigned at Sixth Division headquarters in the Federal Building.

RAILWAY MAIL SERVICE EMPLOYEES IN CHICAGO.		IN
Officials and clerks at division headquarters .....	65	
Clerks assigned to duty at registry stations in various depots.	60	
Clerks assigned to duty of transferring registered mail at and between depots .....	45	
Clerks running on railway post-office lines terminating at Chicago .....	2,030	
Total.....	2,200	

**Postal Suggestion.**—Every letter ought to bear a "return card," as well as an address. The sender's name and address should be printed or written in the upper left hand corner of the envelope. Otherwise, if letters are undeliverable, they must be sent to the dead letter office, and will not be returned to sender for six weeks or more after mailing. Unless at least 2 cents postage is affixed letters cannot be forwarded from mailing office. If the sender's name and address are on envelope, it will be returned for postage; but if there is no "card," it will be held until postage is received from addressee, to whom notice is sent promptly. The latter course naturally involves delay, which frequently is serious in its consequences.

**Powers Theater.**—Formerly Hookey's Theater. Located on Randolph street, opposite the City Hall and County Court House.

This is one of the most fashionable and high-class theaters in the city. This famous house is specially ventilated with patent ventilators and smoke-escapes, and

as the proscenium is principally cast-iron, it is therefore practically fireproof. Light opera and high grade comedy hold reign at Powers'. Mr. Harry J. Powers is proprietor and manager of this popular theater.

### PRESIDENTS OF THE UNITED STATES.

With Politics and Year of Inauguration of each.

*George Washington (Federal).....	1789
John Adams (Federal).....	1797
*Thomas Jefferson (Rep.).....	1801
*James Madison (Rep.).....	1809
*James Monroe (Rep.).....	1817
John Q. Adams (Rep.).....	1825
*Andrew Jackson (Dem.).....	1829
Martin Van Buren (Dem.).....	1837
†William H. Harrison (Whig).....	1841
John Tyler (Dem.).....	1841
James K. Polk (Dem.).....	1845
Zachary Taylor (Whig).....	1849
Millard Fillmore (Whig).....	1850
Franklin Pierce (Dem.).....	1853
James Buchanan (Dem.).....	1857
*†Abraham Lincoln (Rep.).....	1861
Andrew Johnson (Rep.).....	1865
*Ulysses S. Grant (Rep.).....	1869
Rutherford B. Hayes (Rep.).....	1877
†James A. Garfield (Rep.).....	1881
Chester A. Arthur (Rep.).....	1881
Grover Cleveland (Dem.).....	1885
Benjamin Harrison (Rep.).....	1889
Grover Cleveland (Dem.).....	1893
*†William McKinley (Rep.).....	1897
†Theodore Roosevelt (Rep.).....	1901
Theodore Roosevelt (Rep.).....	1905
William H. Taft (Rep.).....	1909
*Elected for two consecutive terms.	
†Died in office.	
†Succeeded to office on death of McKinley, Sept. 14, 1901.	

### Principal Church Days in 1909.—

February 24, Ash Wednesday;

Lent begins.

March 7, Festival of Purim.

April 4, Palm Sunday.

April 9, Good Friday.

April 11, Easter Sunday.

April 18, Low Sunday.

May 20, Ascension Day.

May 30, Whitsunday (Penticost).

September 16, Hebrew New Year (5670).

September 25, Yom-Kippur.

November 28, First Sunday in Advent.

December 25, Christmas Day.

**Printers' Ink.**—The printing art would be incomplete if not impossible without ink, which is manufactured in enormous quantities in Chicago. Every ink known to the

printing trade is carried by the Chicago jobbers in this commodity. The printing ink depots of Chicago are vast establishments, and aside from supplying the local trade, almost every newspaper and printing plant from Pittsburg to the Pacific coast and from Alaska to Valparaiso is numbered among their patrons. Many new styles of ink noted for their intrinsic good qualities have been invented and placed upon the market by Chicago manufacturers. This business amounts to millions of dollars annually.

**Printing Industry.**—For many years past Chicago has been recognized as the greatest depot in the United States for artistic printing in all its branches and in the volume of business done in these lines. With more than 600 printing concerns doing a business amounting to some \$27,000,000 annually, this city stands in the front rank of cities in the printing line.

Fine printing is the soul of commercial activity. It appeals by its artistic qualities to the tradesmen and consumers everywhere. It accomplishes more at less cost than the human salesman. It wins the confidence of the business man and the public by appealing to the eye and arousing interest in the project advocated by the convincing force of art. Business men of every degree affirm that fine printing has done more to improve trade conditions in this country than any other agency known to the commercial world.

By improvements in the printing arts within the past five years that industry has risen to the rank of the fifth in the list of greatest industries in the country. This phenomenal advancement has been largely due to the strides made by Chicago printers and allied trades within the last decade. There are more good printers in Chicago than in any other city in the world, and the character of their work is superior to the output of the craft elsewhere.

Chicago printers lead in publica-



tion work, such as catalogues, circulars, almanacs and booklets furnished to the commercial world. Equipped with machinery and printing stocks unexcelled elsewhere, the great Chicago printing and engraving concerns are capable of filling orders with dispatch and marvelous accuracy of detail. The finest brochure printed in gold and bronze on vellum may be secured as speedily as an ordinary poster in black and white.

**Prisons.**—Prisoners arrested for petty offenses are kept over night in the cells of the police stations, and, if unable to pay their fines, are transferred to the House of Correction, popularly known as the Bridewell. This prison is located on California avenue near Twenty-sixth street and receives, on an average, 10,000 prisoners annually. Prisoners charged with graver crimes are, if not released on bail, kept in the county jail on the North Side, and if convicted sent to the State's prison at Joliet.

**Property Exempt in Illinois—Homestead.**—Every householder having a family shall be entitled to an estate or homestead, to the value of \$1,000, in the farm or lot of land and buildings thereon, owned or rightfully possessed by lease or otherwise, and occupied by him or her as a residence; and such homestead and all right and title therein shall be exempt from attachment, judgment, levy or execution, sale for the payment of debts or other purposes. Such exemption shall continue after the death of such householder for the benefit of the husband or wife surviving, so long as he or she continues to occupy such homestead, and of the children until the youngest child becomes 21 years of age. The homestead, however, is not exempt from the sale for nonpayment of taxes or assessments or for a debt incurred for the purchase of improvements thereon.

**Property—Personal.**—The following personal property owned by the

debtor shall be exempt from execution, writ of attachment and distress for rent:

First—The necessary wearing apparel, bible, school books and family pictures of every person.

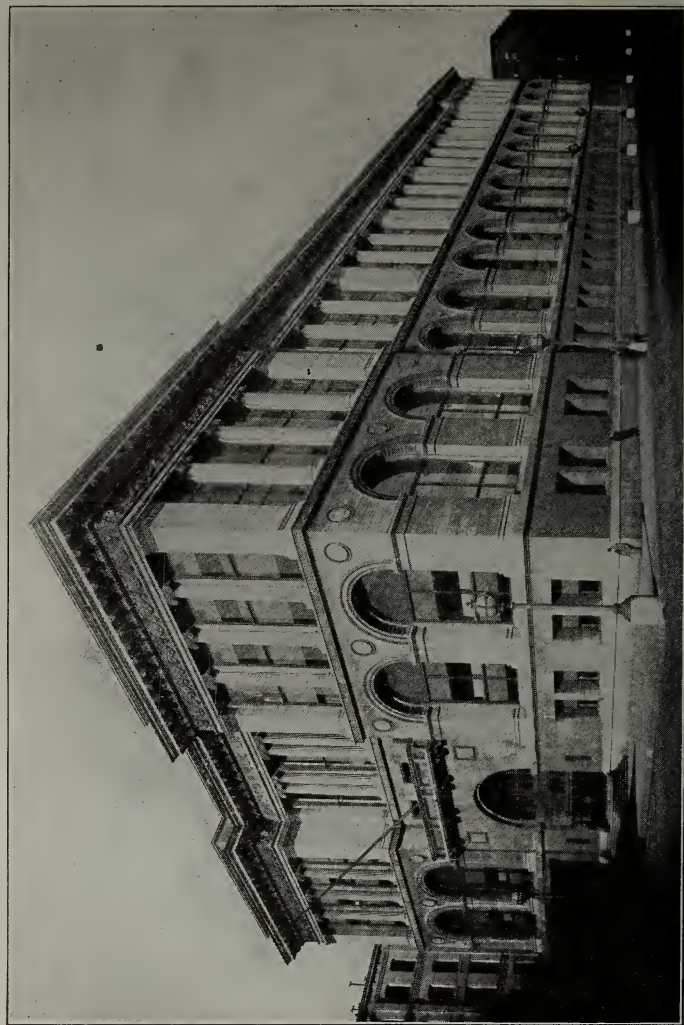
Second—One Hundred dollars' worth of property, to be selected by the debtor, and in addition, when the debtor is the head of a family and resides with the same, \$300 worth of other property to be selected by the debtor.

Such selection and exemption shall not be made or allowed from money due for wages or salary from any person or corporation. Money due the debtor from the sale of any personal property which was exempt from execution, writ of attachment or distress for rent at the time of such sale to the same extent as such property would be exempt had the same not been sold by such debtor.

**SERVANTS' WAGES.**—No personal property shall be exempted from levy or attachment when the debt is for the wages of any laborer or servant.

**Public Library.**—The Chicago Public Library is a free institution, established under the Illinois library law of 1872, and maintained by the city as part of its educational system. It derives its revenue from an annual library tax of one mill, and is governed by a Board of Directors of nine members appointed by the mayor and holding office for three years. It is housed in a building of its own, built entirely at the public expense, which ranks among the largest and finest library buildings in the country. It is accessibly situated on a tract of public land half a square in extent, on Michigan boulevard, fronting eastward upon Grant Park, at a point almost equidistant from the north and south limits of the city.

The Chicago Public Library building occupies the rectangular site formerly known as Dearborn Park, bounded by Michigan avenue, Washington street, Garland court, and Randolph street, its



CHICAGO PUBLIC LIBRARY, WASHINGTON AND RANDOLPH STREETS AND MICHIGAN BOULEVARD.

longest facade being on the avenue, with a court in the rear for future extensions. Its extreme dimensions are 352½ by 146 1-3 feet, and the top of its cornice is 90 feet above the sidewalk, exclusive of the crowning balustrade. It contains three principal stores, with two intermediate floors and a basement.

The general treatment of the exterior of the building is a harmonious combination of various styles of architecture, the lower part being in the neo-Greek style with wide arched windows, and the upper part in Grecian style with pillars and columns separated by windows. The entablature is of pronounced Roman character, with heavy projecting garlands and lion's heads sculptured on the frieze. The two entrances to the building vary greatly in style, the Washington street entrance being a wide arched portal leading directly to the grand staircase hall, while the Randolph street entrance is a portico with massive Greek columns before the three doorways opening into a spacious corridor, with the north staircase and elevators leading to the Grand Army Memorial Hall and the reading rooms above. Entering the building from Washington street, the visitor finds himself at once under the massive elliptical arch of the main staircase, at the foot of which, embedded in the green and white mosaic floor, is a large bronze replica of the corporate seal of Chicago. The ascent is by means of wide marble steps, with balconies at easy distances, and ends in the delivery room, which is open by three open archways at the top landing. Italian statuary marble from the famous quarries of Carrara is used in this portion of the building, richly inlaid with mosaic of glass, mother of pearl, and semi-precious stones, and in the balustrades on the staircase, with small centerpieces of the rare and beautiful Connemara marble. On the third floor landing panels of mosaic design, with suitable inscriptions and

the names of great writers, are set in the walls. The delivery room proper, which extends across the entire width of the building, with a length of 134 and a depth of 48 feet, is divided into three parts by a rotunda in the center, surmounted by a beautiful stained glass dome. Elliptical arches rise from the marble piers at the four corners, and the walls above the elaborately covered with mosaic, into which are worked the devices of the early printers and other appropriate designs. The wings of the delivery room are wainscoted, in Carrara marble, above which extends a frieze of glass mosaic, containing large panels of green serpentine marble inlaid with white inscriptions in ten different languages, and also in various characters, from Egyptian hieroglyphics to modern Roman. Four large book rooms, equipped with three-deck steel stacks with glass floors, and having a capacity of 350,000 volumes, open directly into the delivery room. On this floor, also, are located the administrative rooms of the library.

The Library building contains a complete mechanical equipment for the generation of light, heat and power. The devices for washing the air used in ventilating the building and the apparatus for distributing the same are modern and up to date. The elevators in the building are operated by electricity generated on the premises, and there is special provision for protection against damage from fire which might break out in the building west and north of the library.

The cost of the building was about \$2,000,000, which includes the furniture, book stacks, and machinery.

On January 1, 1909, the library contained 365,486 volumes and about 60,000 unbound pamphlets. The annual expenditure for the maintenance and operation of the library is about \$260,000. The number of employes in all the departments is 193.

The right of drawing books from



the Public Library belongs to all who reside in the city of Chicago, and also to those who make their homes in the suburbs within the limits of Cook county and are regularly employed in the city. In order to become a book borrower it is necessary only to file an application giving the name and residence of the applicant and bearing the signature of a second person, who must be an actual resident of the city, appearing as such in the latest city directory. This person becomes the "guarantor" to the library for the proper observance of the library regulations on the part of the applicant. These regulations merely provide that books drawn for home use must be returned within the stated period, and must not be defaced or injured. It is therefore a simple matter to find a friend, a neighbor, or an employer who will co-operate to this extent with anyone desiring to use the Public Library.

The card that is issued to the applicant, after examination of his application, entitles him to draw books, which may be retained for two weeks, and may be renewed for the same period. The card remains in effect for three years from the date of registration, at the expiration of which term a new application must be filed.

**Public Library Branches.**—Washington street, Michigan avenue, Randolph street, Garland court.

Branch Library: Blackstone Memorial Branch Library, Forty-ninth street and Lake avenue.

Branch reading rooms:

1. 1202 Milwaukee avenue.
2. 3841 State street.
3. 226 East North avenue.
4. 821 South Ashland avenue.
5. 21 Blue Island avenue.
6. 770 West Madison street.
7. Hamilton Park (West Seventy-second and Wallace streets).
8. Davis Square (West Forty-fourth street and Marshfield avenue).
9. Armour Square (Thirty-third street and Fifth avenue).
10. Bessemer Park (South Chicago avenue and Eighty-ninth street).
11. Ogden Park (West Sixty-seventh street and Center avenue).

12. 1711 North Clark street.
13. Montefiore School (Sangamon street and Grand avenue).
14. Park No. 1 (West Parks), Chicago avenue and Noble street).
15. Park No. 3 (West Parks), Fisk and Twenty-first streets.
16. Burr School (Ashland and Wabansia avenues).

Delivery Stations—North Division:

- 1 N. Orleans and Elm streets.
- 2 N. 635 Larrabee street.
- 3 N. 477 Lincoln avenue.
- 4 N. 2517 North Hermitage avenue.
- 5 N. 1665 Lincoln avenue.
- 6 N. 226 East North avenue.
- 7 N. 4810 North Clark street.
- 8 N. 701 Belmont avenue.
- 9 N. 2713 Ridge avenue.
- 10 N. 1711 North Clark street.
- 11 N. 1956 North Halsted street.
- 12 N. 1220 Argyle street.
- 13 N. 1920 Evanston avenue.

South Division:

- 1 S. 154 East Twenty-second street.
- 2 S. 190 East Thirty-first street.
- 3 S. 3961 Cottage Grove avenue.
- 4 S. 663 West Forty-third street.
- 5 S. Forty-ninth street and Lake avenue.
- 6 S. 441 West Sixty-third street.
- 7 S. 2876 Archer avenue.
- 8 S. Eighty-ninth street and Muskegon avenue.
- 9 S. 9901 Ewing avenue.
- 10 S. Seventy-second street and Normal avenue.
- 11 S. 551 East Fifty-fifth street.
- 12 S. 3841 State street.
- 13 S. 566 East Forty-seventh street.
- 14 S. 759 West One Hundred and twentieth street.
- 15 S. 11100 Michigan avenue.
- 16 S. 246 West Sixty-ninth street.
- 17 S. 413 East Sixty-third street.
- 18 S. 1079 East Seventy-fifth street.
- 19 S. Forty-fifth street and Marshfield avenue.
- 20 S. 8670 Vincennes avenue.
- 21 S. 5521 South Halsted street.
- 22 S. Center avenue and Sixty-fourth street.
- 23 S. Thirty-third street and Shields avenue.
- 24 S. 750 Saginaw avenue.
- 25 S. 5005 State street.
- 26 S. 6603 Cottage Grove avenue.
- 27 S. 6315 South St. Louis avenue.

West Division:

- 1 W. 485 South Clinton street.
- 2 W. 547 Grand avenue.
- 3 W. 770 West Madison street.
- 4 W. 821 South Ashland avenue.
- 5 W. 1202 Milwaukee avenue.
- 6 W. 381 South Western avenue.
- 7 K. 826 North California avenue.
- 8 W. 1520 Ogden avenue.
- 9 W. 21 Blue Island avenue.
- 10 W. 2020 West Madison street.
- 11 W. 1201 West Irving Park boulevard.
- 12 W. 1269 West Madison street.
- 13 W. 574 West Belmont avenue.
- 14 W. 1502 North Rockwell street.
- 15 W. 2738 North Forty-seventh avenue.



INTERIOR VIEW SHOWING GRAND STAIRCASE (CHICAGO PUBLIC LIBRARY).

- 16 W. 2032 West Twenty-sixth street.
- 17 W. 1681 West Twelfth street.
- 18 W. 1802 Milwaukee avenue.
- 19 W. 1198 Armitage avenue.
- 20 W. 781 West Twelfth street.
- 21 W. 902 Ogden avenue.
- 22 W. 285 North Lawndale avenue.
- 23 W. 1685 West North avenue.
- 24 W. 180 Grand avenue.
- 25 W. 115 North Park avenue (Austin).
- 26 W. 781 Ohio street.
- 27 W. 1598 Armitage avenue.
- 28 W. 1555 West Harrison street.
- 29 W. 149 North Kedzie avenue.
- 30 W. 867 West Twenty-second street.
- 31 W. 1562 West Twenty-second street.
- 32 W. 1297 North Central Park avenue.
- 33 W. 4286 Milwaukee avenue.
- 34 W. 2652 West Chicago avenue.
- 35 W. Fisk and Twenty-first streets.
- 36 W. Chicago avenue and Noble street.

### **PUBLIC SCHOOLS OF THE CITY OF CHICAGO.**

Chicago Normal, Sixty-eighth street and Stewart avenue. Pupils, 509; teachers, 30.

Harrison Practice, Twenty-third place between Princeton and Wentworth avenues. Pupils, 1,309; teachers, 32.

Normal Practice, Sixty-eighth street and Stewart avenue. Pupils, 1,126; teachers, 26.

Austin High, Frink st between Walnut and Willow avenues, south side of street. Pupils, 622; teachers, 21.

Bowen High (open about September 1, 1909), Eighty-ninth street and Manistee avenue. (Site.)

Calumet High, Normal avenue and Eighty-first street. Pupils, 438; teachers, 15.

Crane Technical High, West Van Buren street and Oakley Avenue boulevard. Pupils, 1,141; teachers, 42.

Curtis High, One Hundred and Fourteenth place, One Hundred and Fifteenth street and State street. Pupils, 344; teachers, 16.

Englewood High, Stewart avenue and Sixty-second street. Pupils, 1,487; teachers, 40.

Hyde Park High, Kimbark avenue between Fifty-sixth and Fifty-seventh streets. Pupils, 909; teachers, 26.

Jefferson High, West Wilson avenue, between North Forty-sixth and Forty-seventh avenues, north side of street. Pupils, 395; teachers, 10.

Lake High, West Forty-seventh place and Union avenue, southeast corner. Pupils, 635; teachers, 18.

Lake View High, North Ashland avenue and Irving Park boulevard. Pupils, 1,376; teachers, 39.

Lane Technical High, Division and Sedgwick streets. Pupils, 1,250; teachers, 42.

Marshall High, Adams street, between Spaulding and Kedzie avenues. Pupils, 739; teachers, 22.

McKinley High, Adams street, between Hoyne and Seeley avenue. Pupils, 886; teachers, 24.

Medill High, Fourteenth place near Throop street. Pupils, 609; teachers, 23.

Phillips High, Thirty-ninth street, between Prairie and Forest avenues. Pupils, 1,704; teachers, 50.

Schurz High (site), Milwaukee avenue, West Addison street and West Waveland avenue.

South Chicago High, Ninety-third street and Houston avenue. Pupils, 428; teachers, 17.

Tuley High, North Claremont and Potomac avenues. Pupils, 1,018; teachers, 25.

Waller High, Orchard and Center streets. Pupils, 853; teachers, 22.

Adams, Townsend street, between East Chicago avenue and Locust street. Pupils, 1,065; teachers, 23.

Agassiz, Diversey boulevard and Seminary avenue. Pupils, 1,004; teachers, 22.

Agassiz (new site), George and Wolfram streets.

Alcott, Wrightwood avenue and Orchard street. Pupils, 979; teachers, 22.

Altgeld, Seventy-first and Loomis streets. Pupils, 1,110; teachers, 23.

Andersen, West Division and Lincoln streets. Pupils, 1,513; teachers, 30.

Armour, Thirty-third place, between Auburn avenue and Morgan street. Pupils, 816; teachers, 17.

Arnold, Center and Burling streets. Pupils, 1,117; teachers, 24.

Auburn Park, Normal avenue and Eighty-first street. Pupils, 330; teachers, 8.

Audubon, Cornelia and North Hoyne avenues. Pupils, 1,150; teachers, 24.

Avondale, North Sawyer avenue and West Wellington street. Pupils, 1,254; teachers, 27.

Bancroft, Maplewood avenue, between North and Wabansia avenues. Pupils, 888; teachers, 27.

Barnard, Charles and One Hundred and Fourth streets. Pupils, 473; teachers, 10.

Bass, May and Sixty-sixth streets. Pupils, 1,113; teachers, 23.

Beale, Sangamon and Sixty-first streets. Pupils, 1,422; teachers, 31.

Beaubien, North Fifty-second and Winnemac avenues. Pupils, 520; teachers, 11. Branch, Walnut street and Cheney avenue. Pupils, 145; teachers, 4.

Beidler, Walnut street and Kedzie avenue. Pupils, 638; teachers, 14.

Belding, North Forty-second court and West Cullom avenue. Pupils, 1,018; teachers, 22.

Bismark, Central Park and Armitag avenues. Pupils, 1,140; teachers, 27.



Blaine, Janssen avenue and Grace street. Pupils, 1,376; teachers, 29.

Bradwell, Sherman avenue and Seventy-seventh street. Pupils, 952; teachers, 20.

Brande, Jeffrey avenue and Eighty-second street. Pupils, 20; teachers, 1.

Brainard, Washburne avenue, between Leavitt street and Hoyne avenue. Pupils, 739; teachers, 16.

Brenan, Lime street between Archer avenue and Twenty-seventh street. Pupils, 521; teachers, 12.

Brentano, North Fairfield avenue, between West Diversey avenue and West Marianna street. Pupils, 1,177; teachers, 24.

Brown, Warren avenue and Wood street. Pupils, 1,114; teachers, 24.

Brownell, Perry avenue, between Sixty-fifth and Sixty-sixth streets. Pupils, 424; teachers, 10.

Bryant, Forty-first court and Fourteenth street. Pupils, 1,374; teachers, 30.

Burke, Prairie avenue and Fifty-second street. Pupils, 600; teachers, 13.

Burke (new site), South Park avenue and Fifty-fourth street.

Burley, Barry avenue, between Paulina street and Ashland avenue. Pupils, 821; teachers, 19.

Burns, South Central Park avenue and West Twenty-fifth street. Pupils, 1,537; teachers, 32.

Burnside, Ninety-first place and Langley avenue. Pupils, 720; teachers, 16.

Burr, Kabansia and North Ashland avenues. Pupils, 1,830; teachers, 41.

Burroughs, Washtenaw avenue and Thirty-fifth place. Pupils, 515; teachers, 11.

Byford, Iowa street, between North Central and North Park avenues. Pupils, 697; teachers, 13.

Calhoun, Jackson boulevard and Francisco avenue. Pupils, 965; teachers, 22.

Cameron, Potomac and Monticello avenues. Pupils, 1,259; teachers, 27.

Carpenter, Center avenue and Huron street. Pupils, 1,107; teachers, 27.

Carter, Sixty-first street and Wabash avenue. Pupils, 992; teachers, 22.

Chalmers, Fairfield avenue and Twelfth street. Pupils, 705; teachers, 16.

Chase, Point place and Cornelia street. Pupils, 845; teachers, 18.

Chicago Lawn, Homan avenue and Sixty-fifth street. Pupils, 500; teachers, 10.

Chopin, Iowa street and Campbell avenue (site).

Clarke, Ashland avenue and Thirtieth street. Pupils, 1,705; teachers, 35.

Clay, Superior avenue and One Hundred and Thirty-third street. Pupils, 299; teachers, 7.

Colman, Dearborn street, north of Forty-seventh street. Pupils, 758; teachers, 16.

Columbus, Augusta street, between Hoyne avenue and Leavitt street. Pupils, 826; teachers, 17.

Coonley, Belle Plaine avenue and North Leavitt street. Pupils, 1,263; teachers, 27.

Cooper, West Nineteenth street, between Ashland avenue and Paulina street. Pupils, 950; teachers, 21.

Copernicus, Throop and West Sixtieth streets. Pupils, 1,197; teachers, 25.

Corkery, South Forty-second street and West Twenty-fifth street. Pupils, 522; teachers, 11.

Cornell, Drexel avenue, between Seventy-fifth and Seventy-sixth streets. Pupils, 983; teachers, 21.

Crerar, Campbell avenue and Taylor street. Pupils, 673; teachers, 15.

Curtis, One Hundred and Fourteenth place, One Hundred and Fifteenth street and State street. Pupils, 951; teachers, 29.

Dante, Des Plaines street, between Ewing and Forquer streets. Pupils, 1,271; teachers, 27.

Darwin, Edgewood avenue and Catalpa court. Pupils, 1,076; teachers, 24.

Davis, Thirty-ninth street and Sacramento avenue. Pupils, 573; teachers, 12.

Delano (site), South Robey street, between Polk and Taylor streets.

Dewey, Fifty-fourth street and Union avenue. Pupils, 967; teachers, 22.

Doolittle, Thirty-fifth street, between Cottage Grove avenue and Rhodes avenue. Pupils, 1,022; teachers, 24.

Dore, West Harrison street, between Halsted and Des Plaines streets. Pupils, 1,002; teachers, 25.

Douglas, Forest avenue and Thirty-second avenue. Pupils, 1,058; teachers, 24.

Drake, Calumet avenue, between Twenty-sixth and Twenty-eighth streets. Pupils, 828; teachers, 19.

Drummond, Clybourn place and North Lincoln street. Pupils, 1,161; teachers, 24.

Earle, South Hermitage avenue and Sixty-first street. Pupils, 1,204; teachers, 29.

Emerson, Walnut and Paulina streets. Pupils, 586; teachers, 13.

Emmet, West Madison street and Pine avenue. Pupils, 550; teachers, 3.

Ericsson, Harrison street, between Sacramento avenue and Francisco street. Pupils, 855; teachers, 18.

Everett, South Irving avenue, between Thirty-fourth and Thirty-fifth streets. Pupils, 791; teachers, 18.

Fallon, Wallace and Forty-second street. Pupils, 900; teachers, 20.

Fallon (school for crippled children), Wallace and Forty-second streets. Pupils, 43; teachers, 2.

Farragut, Spaulding avenue, between Twenty-third and Twenty-fourth streets. Pupils, 1,300; teachers, 32.

Farren, Wabash avenue, between

Fiftieth and Fifty-first streets. Pupils, 1,009; teachers, 21.

Felsenthal, Calumet avenue and Forty-first street. Pupils, 963; teachers, 21.

Fernwood, One Hundred and First street and Union avenue. Pupils, 227; teachers, 5.

Field, North Ashland boulevard and Greenleaf avenue. Pupils, 781; teachers, 18.

Fiske, Sixty-second street and Ingleside avenue. Pupils, 601; teachers, 13.

Forrestville, St. Lawrence avenue and Forty-fifth street. Pupils, 1,166; teachers, 25.

Foster, Union and O'Brien streets. Pupils, 1,853; teachers, 39.

Franklin, Goethe street, between Wells and Sedgwick streets. Pupils, 1,158; teachers, 25.

Fröebel, West Twenty-first street, between Robey street and Hoyne avenue. Pupils, 915; teachers, 20.

Fuller, St. Lawrence avenue and Forty-second street. Pupils, 560; teachers, 12.

Fulton, Fifty-third street and Hermitage avenue. Pupils, 961; teachers, 20.

Gallistel, One Hundred and Fourth street and Ewing avenue. Pupils, 1,200; teachers, 25.

Garfield, Johnson street and Fourteenth place. Pupils, 1,253; teachers, 28.

Gladstone, Robey street and Washburne avenue. Pupils, 1,020; teachers, 22.

Goethe, Rockwell street, between Fullerton and Milwaukee avenues. Pupils, 1,028; teachers, 24.

Goldsmith, Maxwell and Union streets. Pupils, 933; teachers, 21.

Goodrich, Sangamon and Taylor streets. Pupils, 1,368; teachers, 26.

Goudy, Foster and Winthrop avenues. Pupils, 580; teachers, 12.

Graham, Union avenue and Forty-fifth street. Pupils, 1,321; teachers, 28.

Grant, Wilcox avenue, between Campbell and Western avenues. Pupils, 733; teachers, 15.

Greeley, Sheffield avenue and Grace street. Pupils, 931; teachers, 22.

Greene, Thirty-sixth and Paulina streets. Pupils, 969; teachers, 21.

Gresham, Green and Eighty-fifth streets. Pupils, 461; teachers, 10.

Hamilton, Cornelia and North Marshfield avenues. Pupils, 1,197; teachers, 26.

Hamline, Bishop and Forty-eighth streets. Pupils, 1,071; teachers, 24.

Hammond, Twenty-first place, between California avenue and Douglas boulevard. Pupils, 1,123; teachers, 23.

Hancock, Princeton avenue and Swann street. Pupils, 497; teachers, 13.

Harrison Practice, Twenty-third place, between Princeton and Wentworth avenues. Pupils, 1,309; teachers, 32.

Hartigan, Armour avenue, between Fortieth and Root streets. Pupils, 370; teachers, 10.

Harvard, Harvard avenue, between Seventy-fifth and Seventy-sixth streets. Pupils, 430; teachers, 9.

Haven, Wabash avenue, between Fourteenth and Sixteenth streets. Pupils, 752; teachers, 19.

Hawthorne, Seminary avenue and School street. Pupils, 1,086; teachers, 28.

Hayes, Leavitt and Fulton streets. Pupils, 714; teachers, 17.

Hayt, Granville avenue and Perry street. Pupils, 901; teachers, 18.

Headley, Lewis street and Garfield avenue. Pupils, 512; teachers, 12.

Healy, Wallace street, between Thirtieth and Thirty-first streets. Pupils, 1,307; teachers, 27.

Hedges, Winchester avenue and Forty-eighth street. Pupils, 1,080; teachers, 23.

Hendricks, Forty-third street and Shields avenue. Pupils, 706; teachers, 17.

Henry, Eberly and West Cullom avenues. Pupils, 1,293; teachers, 27.

Holden, Thirty-first and Loomis streets. Pupils, 1,326; teachers, 29.

Holmes, Morgan and Fifty-sixth streets. Pupils, 1,073; teachers, 25.

Howe, Laurel avenue and Superior street. Pupils, 494; teachers, 10.

Howland, Spaulding avenue and Sixteenth street. Pupils, 1,031; teachers, 22.

Hoyne, Cass and Illinois streets. (This building is used only for evening school purposes at present.)

Irving, Lexington street, near Leavitt street. Pupils, 759; teachers, 15.

Irving Park, Forty-first court, between Byron and Grace streets. Pupils, 1,454; teachers, 32.

Jackson, Sholto and Better streets. Pupils, 1,577; teachers, 36.

Jahn, North Lincoln street and Belmont avenue. Pupils, 900; teachers, 19.

Jefferson, Elburn avenue and Laffin street. Pupils, 1,232; teachers, 24.

Jenner, Oak street and Milton avenue. Pupils, 1,147; teachers, 27.

Jirka, Seventeenth street, between Loomis and Laffin streets. Pupils, 940; teachers, 21.

Jones, Plymouth place and Harrison street. Pupils, 630; teachers, 19.

Jungman, Nutt and West Eighteenth streets. Pupils, 1,222; teachers, 25.

Keith, Dearborn and Thirty-fourth streets. Pupils, 594; teachers, 14.

Kenwood, Lake avenue and Fiftieth street. Pupils, 497; teachers, 11.

Kershaw, Union avenue, between Sixty-fourth and Sixty-fifth streets. Pupils, 1,366; teachers, 30.

Key, Ohio street and North Park avenue. Pupils, 653; teachers, 14.

King, Harrison street, between Western and Campbell avenues. Pupils, 637; teachers, 14.

Kinzie, Ohio street and La Salle

avenue. Pupils, 461; teachers, 12.

Knickerbocker, Belden and Clifton avenues. Pupils, 696; teachers, 16.

Komensky, Throop and Twentieth streets. Pupils, 1,279; teachers, 27.

Kosciusko, Holt and Cleaver streets. Pupils, 842; teachers, 21.

Kozminski, Fifty-fourth street and Ingleside avenue. Pupils, 895; teachers, 18.

La Fayette, Augusta street and Washtenaw avenue. Pupils, 1,436; teachers, 31.

Langland, Cortland street, between Leavitt and Oakley avenue. Pupils, 781; teachers, 17.

La Salle, Hammond and Eugenie streets. Pupils, 923; teachers, 21.

Lawson, Thirteenth place and Ho-man avenue. Pupils, 882; teachers, 18.

Lewis-Champlin, Sixty-second and Princeton avenue. Pupils, 926; teachers, 21.

Libby, Loomis and Fifty-third streets. Pupils, 1,474; teachers, 30.

Lincoln, Kemper place and Hamilton court. Pupils, 985; teachers, 23.

Linne, Sacramento avenue, between School street and Belmont avenue. Pupils, 1,248; teachers, 25.

Lloyd, Dickens and North Forty-ninth avenues. Pupils, 868; teachers, 21.

Logan, Oakley avenue and Rhine street. Pupils, 838; teachers, 18.

Longfellow, Thirty-fifth and Lincoln streets. Pupils, 980; teachers, 22.

Lowell, Hirsch street and North Spaulding avenue. Pupils, 1,080; teachers, 23.

Madison, Madison avenue, between Seventy-fourth and Seventy-fifth streets. Pupils, 739; teachers, 18.

Manierre, Hudson avenue, between Blackhawk and Connor streets. Pupils, 715; teachers, 17.

Mann, Thirty-seventh street and Princeton avenue. Pupils, 690; teachers, 16.

Marquette, Wood and Harrison streets. Pupils, 1,794; teachers, 36.

Marsh, Escanaba avenue and One Hundredth and First street. Pupils, 688; teachers, 18.

Marsh (new building, open about December, 1909), Ninety-eighth street and Exchange avenue.

Marshall, Adams street, between Spaulding and Kedzie avenue. Pupils, 774; teachers, 16.

May, South Fiftieth avenue and West Harrison street. Pupils, 477; teachers, 11.

Mayfair, Lawrence and North Forty-fourth avenues. Pupils, 494; teachers, 12.

McAllister, Thirty-sixth and Gage streets. Pupils, 676; teachers, 15.

McClellan, Wallace and Thirty-fifth streets. Pupils, 998; teachers, 23.

McCormick, Sawyer avenue and West Twenty-seventh street. Pupils, 1,446; teachers, 32.

McCosh, Champplain avenue, be-

tween Sixty-fifth and Sixty-sixth streets. Pupils, 925; teachers, 20.

McLaren, York and Laflin streets. Pupils, 1,095; teachers, 23.

McPherson, North Lincoln street, between Leland and Lawrence avenue. Pupils, 1,240; teachers, 25.

Medill, Fourteenth place, near Throop street. Pupils, 930; teachers, 21.

Mitchell, West Ohio street and North Oakley avenue. Pupils, 1,473; teachers, 32.

Monroe, Schubert, between Monticello and Lawndale avenues. Pupils, 1,440; teachers, 29.

Montefiore, Sangamon street and Grand avenue. Pupils, 899; teachers, 20.

Moos, California avenue, between Wabansia avenue and Bloomingdale road. Pupils, 876; teachers, 22.

Morris, Barry avenue and Bissell street. Pupils, 930; teachers, 21.

Morse, North Sawyer avenue and Ohio street. Pupils, 588; teachers, 12.

Moseley, Michigan avenue and Twenty-fourth street. Pupils, 838; teachers, 19.

Motley, North Ada street and West Chicago avenue. Pupils, 1,039; teachers, 22.

Mulligan, Sheffield avenue, between Clay and Willow streets. Pupils, 965; teachers, 21.

Nash, North Forty-ninth avenue and West Erie streets. Pupils, 1,250; teachers, 26.

Nettelhorst, Evanston and Aldine avenues. Pupils, 996; teachers, 23.

Newberry, Willow and Orchard. Pupils, 1,253; teachers, 27.

Nixon, North Forty-second and Dickens avenue. Pupils, 1,324; teachers, 26.

Nobel, Hirsch street and North Forty-first avenue and Kamerling street. Pupils, 480; teachers, 7.

Oakland, Fortieth street, between Cottage Grove and Langley avenues. Pupils, 605; teachers, 13.

Ogden, Chestnut and State streets. Pupils, 634; teachers, 16.

Oglesby, Green and Seventy-seventh streets. Pupils, 403; teachers, 9.

Otis, Armour street and Grand avenue. Pupils, 1,172; teachers, 26.

Parental, North St. Louis and West Berwyn avenues. Pupils, 198; teachers, 4.

Parkman, Fifty-first and Fifth avenue. Pupils, 862; teachers, 19.

Park Manor, Rhodes avenue and Seventy-first street. Pupils, 727; teachers, 16.

Parkside, East End avenue and Seventieth street. Pupils, 584; teachers, 13.

Peabody, Augusta street, between Noble and Holt streets. Pupils, 936; teachers, 17.

Penn, West Sixteenth street and Avers avenue. Pupils, 1,303; teachers, 27.

Pickard, Oakley avenue and Twenty-first place. Pupils, 1,355; teachers, 31.



Plamondon, West Fifteenth place and Washtenaw avenue. Pupils, 601; teachers, 13.

Poe, Fulton and One Hundred and Sixth streets. Pupils, 323; teachers, 8.

Prescott, Wrightwood and Ashland avenues. Pupils, 1,013; teachers, 23.

Pulaski, North Leavitt and Coblenz streets. Pupils, 848; teachers, 17.

Pullman, One Hundred and Thirtieth street and Morse avenue. Pupils, 835; teachers, 19.

Raster, Wood and Seventieth streets. Pupils, 653; teachers, 16.

Ravenswood, North Paulina street and Montrose avenue. Pupils, 957; teachers, 20.

Ray, Fifty-seventh street and Monroe avenue. Pupils, 910; teachers, 20.

Raymond, Wabash avenue and Thirtieth-sixth place. Pupils, 825; teachers, 18.

Revere, Ellis avenue and Seventy-second street. Pupils, 551; teachers, 11.

Rogers, West Thirteenth place, between Throop street and Center avenue. Pupils, 1,832; teachers, 39.

Ryerson, Lawndale avenue and Huron street. Pupils, 873; teachers, 21.

Scammon, Morgan and Monroe streets. Pupils, 705; teachers, 15.

Scanlan, Perry avenue, between One Hundred and Seventeenth and One Hundred and Eighteenth streets. Pupils, 924; teachers, 20.

Schiller, Vedder, between Halsted and Larrabee streets. Pupils, 1,004; teachers, 21.

Schley, North Oakley avenue, between Division street and Potomac avenue. Pupils, 1,112; teachers, 23.

Schneider, Wellington street and Hoyne avenue. Pupils, 922; teachers, 21.

Scott, Washington avenue, between Sixty-fourth and Sixty-fifth streets. Pupils, 728; teachers, 17.

Seward, Forty-sixth street and Hermitage avenue. Pupils, 1,150; teachers, 27.

Sexton, Wendell and Wells streets. Pupils, 812; teachers, 18.

Shakespeare, Greenwood avenue and Forty-sixth street. Pupils, 767; teachers, 16.

Sheldon, North State and Elm streets. Pupils, 435; teachers, 9.

Sheridan, Mark, Twenty-seventh and Wallace. Pupils, 934; teachers, 21.

Sheridan, Phil, Escanaba and Ninetieth streets. Pupils, 1,178; teachers, 24.

Sherman, Morgan, between Fifty-first and Fifty-second streets. Pupils, 880; teachers, 19.

Sherwood, Fifty-seventh and Princeton avenue. Pupils, 990; teachers, 22.

Shields, West Forty-third and South Rockwell streets. Pupils, 950; teachers, 22.

Skinner, Jackson boulevard and

Aberdeen street. Pupils, 998; teachers, 24.

Smyth, West Thirteenth street, between Blue Island avenue and Walder street. Pupils, 1,619; teachers, 35.

Spalding (school for crippled children), Park avenue, between Ashland avenue and Paulina street. Pupils, 82; teachers, 4.

Spencer, Park and Fiftieth avenues. Pupils, 528; teachers, 12.

Spry, Marshall boulevard and West Twenty-fourth street. Pupils, 1,364; teachers, 27.

Stanley, Huron and Franklin streets. Pupils, 348; teachers, 7.

Stewart, Kenmore avenue, between Wilson and Sunnyside avenues. Pupils, 1,072; teachers, 24.

Stowe, Ballou street and Wabansia avenue. Pupils, 1,120; teachers, 21.

Sullivan, Eighty-third and Houston avenue. Pupils, 926; teachers, 19.

Summer, South Forty-third and Colorado avenues. Pupils, 1,217; teachers, 27.

Swing, String street, between Sixteenth and Eighteenth streets. Pupils, 839; teachers, 18.

Talcott, Ohio and Lincoln streets. Pupils, 1,316; teachers, 28.

Taylor, Avenue J and Ninety-ninth street. Pupils, 585; teachers, 13.

Tennyson, Fulton street and California avenue. Pupils, 853; teachers, 18.

Thomas, Belden avenue and High street. Pupils, 540; teachers, 12.

Thorp, J. N., Superior avenue and Eighty-ninth street. Pupils, 798; teachers, 19.

Thorp, Ole A., West Foster avenue, near Lincoln avenue. Pupils, 656; teachers, 16.

Throop, Throop street, between Eighteenth and Nineteenth streets. Pupils, 754; teachers, 16.

Tilden, Lake and Elizabeth streets. Pupils, 717; teachers, 16.

Tilton, West Lake and South Forty-fourth avenue. Pupils, 660; teachers, 14.

Tilton (new building, opening about June, 1909), Forty-second and West End avenues.

Trumbull (open about September 1, 1909), North Ashland, Foster and Farragut avenues.

Van Vlissingen, One Hundred and Eighth place and Wentworth avenue. Pupils, 1,388; teachers, 29.

Von Humboldt, Rockwell and Hirsch streets. Pupils, 1,648; teachers, 36.

Wadsworth, Lexington avenue, between Sixty-fourth and Sixty-fifth streets. Pupils, 904; teachers, 19.

Walsh, Twentieth and Johnston streets. Pupils, 1,118; teachers, 25.

Ward, Shields avenue and Twenty-seventh. Pupils, 881; teachers, 20.

Warren, Ninety-second street and Central avenue. Pupils, 397; teachers, 11.

Washburne, Fourteenth street, between Jefferson and Union streets. Pupils, 1,162; teachers, 28.

Washington, North Morgan street and Grand avenue. Pupils, 1,167; teachers, 25.

Webster, Wentworth avenue and Thirty-third street. Pupils, 707; teachers, 16.

Wells, North Ashland avenue, near Augusta street. Pupils, 1,364; teachers, 29.

Wentworth, Sangamon and Seventieth streets. Pupils, 1,268; teachers, 28.

West Pullman, One Hundred and Twentieth street and Parnell avenue. Pupils, 858; teachers, 19.

Whitney, South Fortieth court and West Twenty-eighth street. Pupils, 1,386; teachers, 29.

Whittier, Twenty-third and Lincoln streets. Pupils, 887; teachers, 22.

Wicker Park, Evergreen avenue, near Robey street. Pupils, 1,132; teachers, 25.

Willard, St. Lawrence avenue and Forty-ninth street. Pupils, 1,102; teachers, 23.

Worthy (House of Correction), Twenty-sixth and California avenue. Pupils, 226; teachers, 11.

Yale, Seventieth street and Yale avenue. Pupils, 902; teachers, 21.

Yates, Humboldt and Cortland streets. Pupils, 1,048; teachers, 23.

**Public Stands** at which vehicles may be hired: South side of Randolph street, between La Salle and Clark streets. East side of Clark street, between Adams and Jackson streets. West side of Clark street, between Randolph and Washington streets. West side of Dearborn street, between Adams street and Jackson boulevard. East side of Canal street, between Adams and Madison streets. At all railroad stations.

**Pullman** is located on the Calumet Lake, and is the most beautiful little city on the face of the earth. Its great manufacturing plants are surrounded by broad and sinuous drives, walks, lawns, miniature lakes, fountains, etc., that give it the appearance of a park rather than the seat of a great manufactory. The Arcade, an immense building, in which are all the shops or stores, a bank, a library, a theater, etc.; the Market House, in which all meats and vegetables are sold; the hotel and all the residences, are built principally of pressed brick, showing Gothic,

Swiss and other styles of architecture. Pages could be written about Pullman, and yet not present half its attractiveness. Everyone visiting Chicago should take the Illinois Central and see Pullman. This is the home of the famous Pullman palace and sleeping cars, and the place of their origin and manufacture.

**Purpose of Exercise.**—Exercise should be taken to increase the circulation and tissue change; to stimulate the elimination of waste products; to develop the muscles; to promote healthy action of the digestive organs, and to clear the brain and head, thus fitting us to do more work and better work than we would otherwise be able to perform.

**Rag-pickers.**—The rag-pickers of the city are mostly Italians and Germans. The homes of the Italians are found in the South Clark street district, and of the Germans on the North Side, in the vicinity of the river. The rag-picker starts from home between 4 and 6 o'clock every morning, and returns from his first expedition in time for breakfast at eight. But before satisfying his appetite he proceeds to the cellar underneath the house, and there empties the yield of his journey upon the ground, that he may separate the fat from the glass, and the iron from the rags, making a separate pile of each, and afterward disposing of the fat to the offal-dealer, the rags to the paper-maker, and the iron to the junkman. After breakfast he makes a second expedition, and he continues his rounds throughout the day. Although the business does not seem profitable to one who merely sees the rag-picker with his bag and hook, their places of abode are usually remarkably clean and well furnished, and some of these people, while still pursuing their humble occupation, have considerable bank accounts.

**Railroads.**—Chicago is the child of railroads, and this stupendous agent of prosperity, with its capacity for infinite harm or good, may be said to have originated since 1851, up to which date, when the New York & Erie Railroad opened, the method was practically on trial. It then became a system, and as such has expanded. The ocean built

Tyre and Carthage; Aleppo was the child of a route for the camel and the pilgrim; St. Louis was predestined when the Mississippi opened its way, but Chicago is peculiarly the child of this new and mighty system. So distinct and inseparable is the inter dependence between that system at large and the city which has spontaneously shot up at the point indicating its focus, that no comprehensive view of the one can logically exclude the other. If a railroad be compassed for the Lake Winnipeg region, or up the Valley of the Saskatchewan, in a country more habitable than Sweden, a thousand miles north of the source of the Mississippi, it is impossible to dissociate the thought from Chicago; if it be suggested that without the West, Boston, or even New York, would languish, the idea of a qualified dependence on Chicago is immediately raised. The surveys of the Yellowstone Valley, conducted in the interest and at the expense of the nation, were but the exploiting of Chicago engineers, the moment it is recollected that the Northern Pacific Railroad was to connect that region with the most accessible of the great commercial marts. The time has already come when the arrest of developing manufactures in California, by the opening of the Pacific railroads, which exposed them to the competing wares of lower-paid labor in the East, engaged the pecuniary sagacity of Chicago in preparing and making her the great shop for supplying the infinite demand of the Far West. Alaska itself is not extolled as a fur trader without implying Chicago as the future purchaser. The like remark may be made of Texas and of Mexico. The unaccountable but indisputable tendency of the Southwest toward a lake market shown at an early day, in derogation of the most eligible water connections southward, is evidently ineradicable.

Such considerations really warrant the question, What railways in North America are not in some degree tributary to Chicago? It is an ex-

pressive fact that the corporate names of over fifty railroads embrace that of Chicago. However, it is not easy to demonstrate, even of a single road, in what its "tributary" element consists. Anxious to avoid even the appearance of exaggeration, we shall ignore the majority of these fifty courtiers for the favor of the country represented by Chicago, and shall, in placing before our readers the most comprehensive list of the Chicago railroads, confine ourselves for the present to the thirty-five and more great corporations having their terminus, or general offices, in Chicago. This city is practically the terminal point of all the great trunk lines of railway, North, South, East and West, in the United States, the Dominion of Canada, and the Republic of Mexico. Over 90,000 miles of railway center in Chicago at the present time, and this city is conceded to be the greatest railway depot in the world; more passengers arrive and depart, more merchandise is received and shipped here daily than in any other city on the globe. Chicago is the terminal of 40 per cent of the railroad mileage in the United States.

ATCHISON, TOPEKA & SANTA FE RAILWAY (SANTA FE ROUTE).—General Offices, Railway Exchange building, Michigan avenue and Jackson boulevard, Chicago. Mr. W. J. Black Passenger Traffic Manager, Chicago; Mr. J. M. Connell, General Passenger Agent, Topeka, Kan.; Chicago city ticket office, 105 Adams street; passenger depot, Polk and Dearborn streets (Dearborn street station).

The equipment is thoroughly first-class. This system extends to and has its ramifications in the following States and Territories: Illinois, Iowa, Missouri, Arkansas, Kansas, Nebraska, Oklahoma, Texas, Colorado, New Mexico, Arizona, California, as well as points in the Republic of Mexico. For arrival and departure of trains see daily papers, time cards, folders, etc.

BALTIMORE & OHIO RAILROAD.—Mr. D. B. Martin, manager passenger traffic, Baltimore, Md.; Mr. B. N.



Austin, general passenger agent (lines west), Chicago; Mr. C. W. Basset, general passenger agent (lines east), Baltimore, Md.; city ticket office, 244 South Clark street, Chicago; passenger depot, Grand Central station. The Baltimore & Ohio is the oldest trunk line of the United States. This road is equipped in a magnificent manner and its through trains to Washington, Baltimore and other eastern cities, are models of elegance and comfort. For particulars, regarding the arrival and departure of trains see daily papers, folders, etc. The B. & O. runs the famous Royal Blue trains between Chicago, Pittsburg, Washington, D. C., Baltimore, Philadelphia and New York City.

**CHICAGO & ALTON RAILWAY.**—THE TOLEDO, ST. LOUIS & WESTERN RAILROAD (CLOVER LEAF AND "THE ONLY WAY").—General Office, Railway Exchange building, Michigan avenue and Jackson boulevard, Chicago. W. L. Ross, General Traffic Manager; Mr. Geo. J. Charlton, General Passenger Agent; Passenger Depot, Union Station. The general direction of this great and favorite road is south and southwest, with terminals at Chicago, St. Louis, Peoria and Kansas City. It is the most direct line to these cities and intermediate points, also the short line to Springfield, Ill., the state capital. The road is exceedingly popular, and its business enormous. The road-bed, track and equipment form recognized standards of perfection. For full particulars regarding arrival and departure of trains see daily papers, time tables, folders, etc. The Clover Leaf has a direct line from Detroit to St. Louis.

**CHICAGO, BURLINGTON & QUINCY RAILROAD.**—Mr. P. S. Eustis, Passenger Traffic Manager. Mr. J. Francis, General Passenger Agent, Chicago. General Offices, northeast corner Franklin and Adams streets. City Ticket Office, corner Adams and Clark streets. Passenger Depot, Canal and Adams streets. This is one of the greatest railway systems in the world. The traveler will take this road for the principal points in

the States of Illinois, Wisconsin, Iowa, Missouri, Minnesota, Nebraska, Kansas, Colorado and Wyoming. For particulars regarding the arrival and departure of trains see daily papers, folders, etc.

**CHICAGO & EASTERN ILLINOIS RAILROAD.**—This road is now operated by the Great Rock Island System and is a desirable adjunct to the same. Mr. John Sebastian, Passenger Traffic Manager. Mr. W. H. Richardson, General Passenger Agent. General Offices and Passenger Depot, La Salle Street Station. This road has a magnificent passenger service between Chicago and St. Louis and runs a solid vestibule train, with dining car between Chicago and Nashville, Tenn., via Evansville and the Louisville & Nashville Railroad. For particulars regarding the arrival and departure of trains, see daily papers, time cards, folders, etc.

**CHICAGO GREAT WESTERN RAILWAY.**—Mr. L. S. Cass, General Traffic Manager. Mr. J. P. Elmer, General Passenger Agent, St. Paul, Minn. Passenger Depot, Grand Central Station, Chicago. City Ticket Office, 103 Adams street. This road is a direct line between Chicago, Dubuque, St. Paul, Minneapolis, Des Moines, St. Joseph, Leavenworth and Kansas City, passing through the States of Illinois, Iowa, Minnesota, Missouri and Kansas. For particulars regarding the arrival and departure of trains, see daily papers, folders, etc.

**CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY (MONON ROUTE).**—Mr. Frank J. Reed, General Passenger Agent. Mr. E. P. Cockrell, Assistant General Passenger Agent, Chicago. City Ticket Office, 182 South Clark street. This road is popularly known as the "Monon Route." It is the direct route between Chicago and Cincinnati, and Chicago and Louisville, and Chicago and Indianapolis, and the South. This is a high class road in every respect, and a favorite road with Florida tourists. For full particulars regarding ar-

rival and departure of trains see daily papers, time cards and folders.

**CHICAGO, INDIANA & SOUTHERN RAILROAD.**—The new short line with greatly improved service between Chicago and Danville, Paris, Crawford County and Lawrence County oil fields, Vincennes, Mt. Carmel, the Saline County coal fields, Cairo and the South. The equipment of trains is of the highest standard, consisting of Pullman buffet-parlor observation cars and Pullman buffet-sleeping cars, elegant new vestibule coaches on all trains, affording every accommodation for the comfort of passengers. All trains arrive at and depart from the La Salle Street Station, Chicago, the most centrally located and convenient depot in the city, being in the heart of the hotel, theater and business district, and the only station on the elevated "Union Loop." W. J. Lynch, Passenger Traffic Manager, and A. M. Pitts, City Ticket Agent, 180 Clark street.

**CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.**—General Offices, Railway Exchange Building, Michigan and Jackson boulevards. Mr. F. A. Miller, General Passenger Agent. City Ticket Office, 95 Adams street. Passenger Depot, Union Station, Canal and Adams streets. This is also one of the greatest railway systems in America. Its lines gridiron the States of Illinois, Missouri, Wisconsin, Iowa, Minnesota, North Dakota and South Dakota, Montana and Washington, while it makes connections at Kansas City, Omaha and St. Paul with the three great trans-continental routes. The road-bed, track and equipment are strictly up-to-date. For particulars regarding the arrival and departure of trains see daily papers, time tables, folders, etc.

**CHICAGO & NORTHERN PACIFIC RAILROAD.**—This is a belt road around Chicago for suburban traffic and to furnish an entry to the city, and terminal facilities here for such roads as require such service. It has a complete belt around the city, crossing the tracks of every road that

enters Chicago. It is used largely for transfer purposes. The General Offices are located in the Grand Central Depot, Harrison street and Fifth avenue.

**CHICAGO & NORTHWESTERN RAILWAY.**—General Offices, 215 Jackson boulevard, Chicago. Mr. W. B. Kniskern, Passenger Traffic Manager. Mr. C. A. Cairns, General Passenger Agent. City Ticket Office, 212 Clark street. Passenger Depot, Wells and Kinzie streets. This prosperous and remarkable system traverses the States of Illinois, Iowa, Wisconsin, Minnesota, North and South Dakota, Nebraska, Michigan and Wyoming. The important points reached direct are Council Bluffs, Omaha, Sioux City, St. Paul, Minneapolis, Milwaukee, Marquette, Ashland, Duluth, Des Moines, Lincoln, Pierre and all intermediate points. It is not alone a Chicago favorite, but popular throughout the thousands of miles of fertile country which it traverses.

For full particulars regarding the arrival and departure of trains, points reached, etc., see daily papers, time cards and folders. The Northwestern's new terminal station, when completed, will be one of the very finest and costliest railway depots in the world.

**CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.**—General Offices located in La Salle Street Station, Chicago. Mr. John Sebastian, Passenger Traffic Manager. Mr. L. M. Allen, General Passenger Agent. Chicago City Ticket Office, 91 Adams street, corner Dearborn street. Passenger Depot, La Salle and Van Buren streets. This is one of the great systems of the world, penetrating the States of Illinois, Iowa, Missouri, Kansas, Oklahoma, Nebraska and Colorado, with direct connection with lines operating in all the States and Territories, from the Mississippi River to the Pacific Ocean. The equipment is superb. For particulars regarding the arrival and departure of trains see daily papers, time cards, folders, etc.

**CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY.**—Passenger

Depot, Central Station, Twelfth street and Park Row. Mr. Warren J. Lynch, Passenger Traffic Manager, La Salle Street Station Building, Chicago. Mr. H. J. Rhein, General Passenger Agent, Cincinnati, Ohio. Chicago City Ticket Office, 238 Clark street. This line is popularly known as the "Big Four Route," which signifies the quartette of cities which comprise its four terminals. It is part of the Vanderbilt system of railways, and as such is maintained in the best possible manner. For full particulars regarding the arrival and departure of trains, see daily papers, time cards and folders.

**ERIE RAILROAD.**—General Offices, Fulton Building, 50 Church street, New York City. Mr. D. W. Cooke, General Traffic Manager, Railway Exchange Building, Chicago. Mr. R. H. Wallace, General Passenger Agent, New York, N. Y. Passenger Depot, Dearborn Street Station. City Ticket Office, 234 South Clark street, Chicago. This is the main stem of the Erie Railway system and one of the important lines between New York and Chicago. It is in every respect a magnificent road, with a train service that is not surpassed. Take this road for points in Northern Indiana and many of the principal cities in Ohio, Pennsylvania, New York and the Atlantic seaboard. For full particulars regarding the arrival and departure of trains see daily papers, time cards, folders, etc.

**GRAND TRUNK RAILWAY SYSTEM.**—General Offices, Montreal, Canada. Chicago Passenger Depot, Dearborn Street Station. Mr. W. E. Davis, Passenger Traffic Manager. Mr. G. T. Bell, General Passenger and Ticket Agent, Montreal, Canada; Mr. Geo. W. Vaux, Assistant General Passenger and Ticket Agent, Chicago. City Ticket Office, 249 Clark street, corner Jackson boulevard. This is that portion of the line connecting the Grand Trunk Railway system of Canada with its system of railway in the United States, centering in Chicago. This road is thoroughly efficient, and highly important, for it is the link that connects this country with the

Dominion of Canada, which it traverses in all directions. The traveler is advised to take this grand route for all points in Central and North-eastern Michigan; for all points in the Dominion of Canada. For full particulars regarding the arrival and departure of trains see daily papers, time cards, folders, etc.

**ILLINOIS CENTRAL RAILROAD.**—General Offices, Central Station, Chicago. Passenger Depot, Twelfth street and Park Row. Mr. A. H. Hanson, Passenger Traffic Manager. Mr. S. G. Hatch, General Passenger Agent, Chicago. City Ticket Office, 117 Adams street. This old and popular system operates one of the best roads in the United States and is the direct artery connecting Lake Michigan with the Gulf of Mexico. The road enters Chicago from the south, winding along the lake shore with six tracks, every one of which is in constant use with its enormous through passenger, freight and suburban traffic. It is safe to say that its suburban traffic is greater than that of any other road entering the city. This railway traverses the States of Illinois, Indiana, Iowa, Kentucky, Tennessee, Mississippi and Louisiana. For full particulars regarding arrival and departure of trains see daily papers, folders, etc., found in all hotels, depots and public places.

**LACKAWANNA RAILROAD** (The Road of Anthracite).—Mr. Geo. A. Cullen, General Passenger Agent, New York City. Chicago City Ticket Office, 101 Adams street. This road runs through trains via Buffalo over the Grand Trunk Railway system to Chicago and is the direct route to the gateway of half the continent.

**LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY** (Lake Shore Route).—Passenger Depot, La Salle Street Station. Mr. Warren J. Lynch, Passenger Traffic Manager, Chicago. Mr. J. W. Daly, General Passenger Agent, Cleveland, Ohio. Chicago City Ticket Office, 180 Clark street, corner Monroe street. This road is part of and one of the most important lines in the Vanderbilt system. It is the famous trunk line between



Chicago and New York. The passenger trains on this road are superb. The time made is exceedingly fast. It is the direct route to all points of interest and importance in Michigan, Northern Ohio, Pennsylvania, New York, and the New England States, as well as New Jersey, Rhode Island, and Maryland. The Lake Shore connects directly with the New York Central and Hudson River Railroad at Buffalo and passengers over this line have an opportunity of viewing the magnificent scenery of the Hudson River. It also connects with the Boston & Albany Railroad, passing through the famous Berkshire Hills. For full particulars regarding the arrival and departure of trains see daily papers, also time cards and folders.

**MICHIGAN CENTRAL RAILROAD** (Niagara Falls Route).—Passenger Depot, Central Station, Twelfth and Park Row. Mr. W. J. Lynch, Passenger Traffic Manager. Mr. O. W. Ruggles, General Passenger Agent, La Salle Street Station building, Chicago. City Ticket Office, 236 South Clark street. It is the direct road for points in Michigan and Canada, also for Niagara Falls and Buffalo, N. Y. The time consumed in traveling over the Michigan Central between Chicago and the East will prove delightful as the scenic interest is unequalled. For schedules of trains see time cards, folders and daily papers.

**NICKEL PLATE ROAD**.—Passenger Depot, La Salle Street Station. Mr. B. F. Horner, General Passenger Agent, Cleveland, Ohio. Mr. J. Y. Calahan, General Agent. City Ticket Office, 107 Adams street, Chicago. First class service between Chicago, New York, Boston and all points East.

**NORTHERN PACIFIC RAILWAY** (Yellowstone Park Line).—Mr. J. C. Woodworth, Traffic Manager. Mr. A. M. Cleland, General Passenger Agent, St. Paul, Minn. Chicago City Ticket Office, 208 South Clark street. While this famous road does not extend to Chicago, every road from Chicago to St. Paul and Minneapolis, Minn., connects with the Northern Pacific and are feeders for it. The

road and equipment are maintained at the point of highest excellence, and the country traversed is unexcelled in interesting and picturesque scenery. The Northern Pacific was the first trans-continental line to introduce dining cars, and the general excellence of this service has largely earned for the road its present enviable reputation. This is the Yellowstone National Park Route. For schedules of trains see time cards, folders and daily papers.

**PENNSYLVANIA LINES**.—Passenger Depot, Union Station. Mr. E. A. Ford, Passenger Traffic Manager, Pittsburg, Pa. Mr. Samuel Moody, General Passenger Agent, Pittsburg, Pa. Chicago City Ticket Office, 248 South Clark street. One of the great roads in the Pennsylvania system is the Pittsburg, Cincinnati, Chicago & St. Louis Railroad. This road is familiarly known as the Pan Handle Route, and is one of the most important roads in the Pennsylvania Company's immense system. The Chicago & Louisville line, which is a direct route to Louisville, Kentucky, and all intermediate points, and the Chicago & Cincinnati line, which is a direct route to Cincinnati, Ohio, and all intermediate points, are also links in the famous "Pan Handle" system. It is also a direct route to many of the principal cities in Indiana, Ohio, Pennsylvania, the Eastern and Middle States. For full particulars regarding the arrival and departure of trains see daily papers, also time cards, folders, etc.

**PERE MARQUETTE RAILROAD**.—Passenger Depot, Grand Central Station, Chicago. Mr. H. F. Moeller, General Passenger Agent, Detroit, Mich. City Ticket Office, 206 South Clark street, Chicago. Superior train service to the principal cities of Michigan. Following are a few of the points of interest reached by this road from Chicago: Toledo, Detroit, Grand Rapids, Lansing, Traverse City, Charlevoix, Petoskey, Cheboygan, Ludington, Bay City and Saginaw.

**UNION PACIFIC RAILROAD**.—Mr. E. L. Lomax, General Passenger and Ticket Agent, Omaha, Neb. Mr. W.



DEARBORN STATION, WABASH DEPOT, POLK AND DEARBORN STREETS.

G. Neimyer, General Agent, Chicago. City Ticket Office, 120 Jackson boulevard.

Chicago is now practically the Eastern terminal of this great transcontinental system, for by a contract arrangement with the Chicago & Northwestern Railway, through trains are now run daily by the Union Pacific Railroad between Chicago and its principal western terminal points. For full particulars see daily papers, time cards, folders, etc.

**WABASH RAILWAY.**—Mr. J. D. McNamara, General Passenger Agent, St. Louis, Mo. Mr. F. H. Tristram, Assistant General Passenger Agent, 311 Marquette Building, Chicago, Ill. City Ticket Office, 109 Adams street, Chicago. Passenger Depot, Polk and Dearborn streets. The Wabash is a favorite route from Chicago to St. Louis; distance 286 miles. It passes through many of the large and prosperous towns and cities of Illinois, among which may be mentioned Reddick, Forrest, Gibson, Mansfield, Decatur, Taylorsville, Litchfield, Edwardsville, and others. It crosses the Mississippi at St. Louis on the famous steel bridge. From Chicago to the East the Wabash runs through trains via Detroit, Niagara Falls and Buffalo, to New York, with through service to Boston via its own line to Buffalo and West Shore and Fitchburg Roads east of Buffalo. Also through cars over its own line from Chicago to Toledo. For full particulars regarding the arrival and departure of trains see daily papers, time cards, folders, etc.

**WISCONSIN CENTRAL RAILWAY.**—Passenger Depot, Central Station, Twelfth street and Park Row. Mr. James C. Pond, General Passenger Agent, and Mr. H. W. Steinhoff, Assistant General Passenger Agent, suite 401 Harvester Building, 234-8, Michigan avenue, Chicago. City Ticket Office, 204 South Clark street. This splendid road is a direct line between Chicago, Milwaukee Manitowoc, St. Paul, Minneapolis, Ashland and the Northwest. This railway is a favorite with the sportsman, as the fishing and hunt-

ing at various points along the line is unexcelled. There are many summer resorts, among which may be mentioned Antioch, Silver Lake, Waukesha, Fond du Lac, Neenah, Menasha and Manitowoc.

The Wisconsin Central is unexcelled in roadbed, track and equipment. For full particulars regarding the arrival and departure of trains see daily papers, time cards, folders, etc.

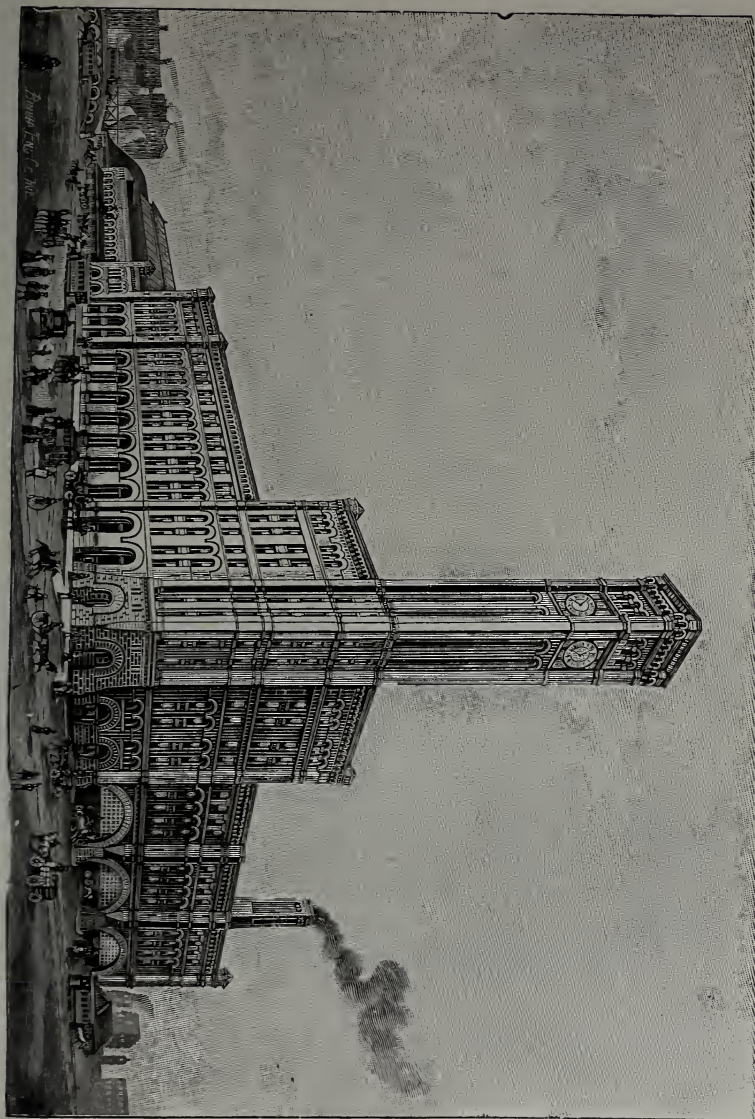
**Railroad Depots.**—The railroads centering in Chicago found out some time ago that there was much advantage in co-operation, so they have united both in the building and use of the various railroad stations scattered over the city, of which two are located in the West Division, and one in the North Division, and the other four in the South Division.

**DEARBORN STREET STATION** is used by the Atchison, Topeka & Santa Fe; the Chicago & Erie; the Grand Trunk; the Chicago, Indianapolis & Louisville Railway, Monon Route; and the Wabash railroads. This depot on the South Side is located on Polk street, facing Dearborn street. It can be reached by street cars on State and Dearborn streets, going south, and by a special line running from the Northwestern Depot to Polk on Dearborn street. It is a magnificent building, of brick, with the most ample accommodations. Passengers from the extreme Northeast can go to the extreme Southwest of the United States without going from under cover at this depot.

**GRAND CENTRAL STATION.**—Harrison street and Fifth avenue. It is one of the finest and largest buildings of the kind in the world. The station is provided with ladies' parlors, restaurants, bath rooms, and all modern conveniences. A carriage court is one of the features of the depot. The track platforms are so arranged that incoming and outgoing passengers are kept apart from each other. The building is used by the Chicago Great Western Railway, the Baltimore & Ohio Railway, the Pere Marquette Railroad and the Chicago



GRAND CENTRAL PASSENGER STATION, HARRISON STREET AND FIFTH AVENUE.





CENTRAL STATION ON LAKE FRONT, FOOT OF TWELFTH STREET AND PARK ROW.

Terminal Transfer Railroad. This depot is also the eastern terminus of the Northern Pacific Railroad (see Railroads), thus focusing in this magnificent structure several of the greatest trunk lines in the world.

**ILLINOIS CENTRAL STATION.**—Located at Michigan avenue and Twelfth street (Twelfth and Park Row). Reached by any south bound street car on Wabash avenue or State street, or the South Side Elevated road. The location is unexcelled and the enormous building that covers the ground is the most prominent object that attracts the eye of the traveler as he approaches the city from the lakes. A fine illustration of this artistic edifice is given elsewhere in this book, but at best it is a miniature of a mammoth enterprise, costing more than a million dollars. Chicago is justly proud of the new Central Station. The railroads having their Chicago terminals in this station are Cleveland, Cincinnati, Chicago & St. Louis (Big Four); Michigan Central; Illinois Central; Wisconsin Central; Chicago, Cincinnati and Louisville, and Grand Rapids & Indiana railroads.

**LA SALLE STREET STATION.**—The La Salle Street Railway Station is located at La Salle and Van Buren streets. The building is 215 feet wide, 157 feet long, and is twelve stories high. The cost of the station is \$3,500,000.

The material used in the construction is terra cotta and fireproofing. The building was completed in the summer of 1903. It is occupied jointly by Lake Shore & Michigan Southern Railway; C. R. I. & P. Ry.; C. & E. I.; Nickel Plate and Chicago, Indiana & Southern railways. The total floor walk and drive space is 397,379 square feet. The train shed is 575 feet long and 200 feet wide. The office building has eight passenger elevators. There are eleven elevators in the train shed used exclusively for baggage and express. The average number of train movements per day of 24 hours are 7,307. The number of trains handled per day of 24 hours are 312. Number

of cars handled per day of 24 hours, switching not included, 1,818. The main waiting room on the second floor is 96x118 feet.

**UNION DEPOT.**—To and from this station are almost constantly moving trains belonging to the Chicago & Alton; Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Chicago, St. Louis & Pittsburg; Pittsburg, Ft. Wayne & Chicago railroads. It is an immense building on the West Side. Its grounds stretch along the bank of the river for several blocks. The station is of brick, fronting on Canal street. The stories above the street are devoted to waiting rooms and ticket offices.

**WELLS STREET DEPOT.**—Before the great fire there was a North and South Wells street. For good reasons the city fathers, when rebuilding commenced, changed the name of South Wells street to Fifth avenue. The Northwestern Railway Company spared no pains in making this a commodious, convenient structure, resembling, in general plan, the Union Depot, inasmuch as the street is elevated a story above the tracks, to which access is had by stairways both outer and inner. As the three divisions of the Northwestern Railway tap some of the most desirable residence country in the State of Illinois, its suburban traffic is simply enormous, and when the rush is on, of incoming business men in the morning, one wonders where the immense crowds will bestow themselves during the day; but when one stops to think that this is but one of six, his wonder may well grow apace at Chicago's size. The Northwestern's magnificent new depot is now building. See New Terminal.

**NEW PASSENGER TERMINAL (CHICAGO & NORTHWESTERN RAILWAY).**—The new passenger terminal of the Chicago & Northwestern Railway at Chicago is to be one of the finest monuments ever erected to the commercial life and spirit of the West.

It is to be located between Canal and Clinton streets, extending from the main entrance fronting on Madison street over Washington and Ran-



dolph streets, to Lake street. More than three hundred trains will arrive at and depart from this terminal every day, connecting Chicago with hundreds of Western cities and towns.

More than \$20,000,000 is to be expended to provide a railway entrance to the city, through which passenger traffic to and from the territory that has made Chicago powerful and rich

provisions for doing this expeditiously and with the greatest comfort will excel anything ever known to the traveling public.

Special attention is given to provisions for the constantly increasing suburban travel which use the new terminal.

Almost 10,000 miles of railway are included in the marvelous system of the Northwestern Line. It reaches



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LAKE SHORE & MICHIGAN SOUTHERN RY.

LA SALLE STREET STATION.

(THIS IS THE ONLY DEPOT LOCATED ON THE LOOP OF THE ELEVATED RAILWAY.)

is to move in ceaseless activity.

Work upon the new station is proceeding with all the rapidity that skill and liberal expenditure can command.

The new station will have a capacity for handling a quarter of a million patrons daily.

It is confidently asserted that its

2,000 active western cities, towns and villages, included in nine Western states, which are thus placed in immediate and vital touch with Chicago, the Great Central Market.

By traffic arrangements with its connecting lines practically every point west and northwest of Chicago is placed in direct touch with the

city, and freight shipments are handled with precision and dispatch, consigned through to any one of 9,500 stations, located on one-fourth of the railway mileage of the United States.

The Northwestern Line is the pioneer line west and northwest of Chicago and the only double track railway between Chicago and the Missouri River. Its service includes the best of everything.

Among the special trains operated by the Chicago & Northwestern Railway are the following:

The Overland Limited—Electric

between Chicago, St. Paul and Minneapolis.

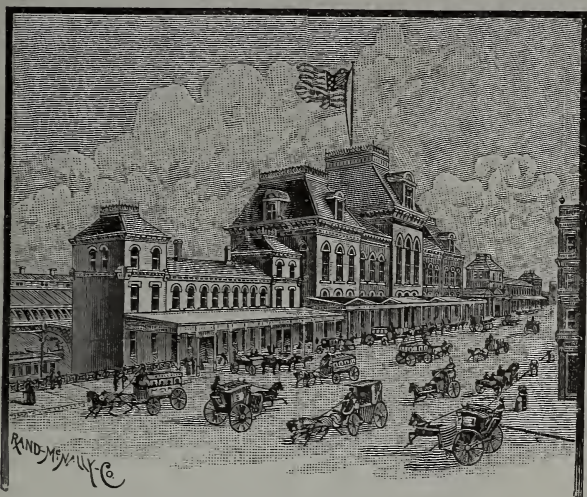
The Duluth Superior Limited—Electric lighted. Leaves Chicago daily for Superior and Duluth.

The Peninsular Express—Leaves Chicago daily for the Lake Superior Iron and Copper Country.

The North Shore Special—One of twenty-one daily trains between Chicago and Milwaukee.

The Ashland Limited—Daily between Chicago and Ashland, Wis.

The Badger State Express—Daily to St. Paul and Minneapolis.



UNION DEPOT, CANAL AND ADAMS STREETS.

lighted. Only three days Chicago to San Francisco and Portland.

The Los Angeles Limited—Electric lighted. Every day in the year for Los Angeles, Riverside and Pasadena.

The China and Japan Fast Mail—For San Francisco, Los Angeles and Portland.

The Colorado Special—Electric lighted. Only one night to Denver.

The Northwestern Limited—Electric lighted. Daily train between Chicago, St. Paul and Minneapolis.

The St. Paul and Minneapolis Express—Electric lighted. Daily train

The Wisconsin Special—Leaves Chicago to Green Bay and Menomonee.

The Black Hills Express—Chicago to the Black Hills.

Minnesota and Dakota Express—Between Chicago and the Black Hills.

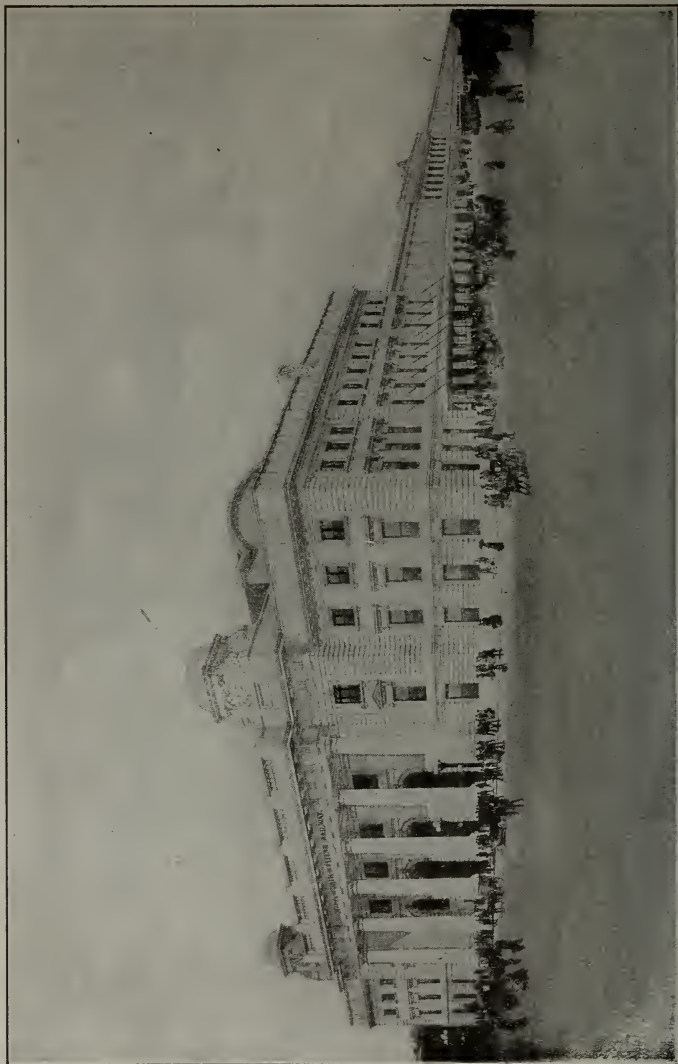
**Railroad Passenger Stations.**—(Roads using various depots):

CENTRAL STATION, Twelfth street and Park row:

Big Four Route (C., C. & St. L.).  
Chicago, Cincinnati & Louisville  
Railroad.

Grand Rapids & Indiana Railway.  
Illinois Central Railway.

Michigan Central Railway.  
Wisconsin Central Railway.



NEW PASSENGER TERMINAL (CHICAGO & NORTHWESTERN RAILWAY).  
LOCATED BETWEEN CANAL AND CLINTON STREETS, AND FROM MADISON TO LAKE STREETS.



DEARBORN STATION, Polk and Dearborn streets:

Atchison, Topeka & Santa Fe Railway.

Chicago, Indianapolis & Louisville Railway (Monon Route).

Chicago & Erie Railway.

Chicago & Grand Trunk Railway.

Chicago & Western Indiana Railroad.

Wabash Railway.

GRAND CENTRAL STATION, Harrison street and Fifth avenue:

Baltimore & Ohio Railroad.

Chicago Great Western Railroad (Maple Leaf Route).

Chicago Terminal Transfer Railroad.

Pere Marquette Railway.

LA SALLE STREET STATION, Van Buren and La Salle streets:

Pittsburg, Ft. Wayne & Chicago Railway (Pennsylvania Line).

#### Railroad Freight Depots.—

Atchison, Topeka & Santa Fe Railway, 1202 State street.

Baltimore & Ohio Railroad, Fifth avenue and Polk street.

Chicago, Burlington & Quincy Railroad, 298 Canal street.

Chicago Great Western Railway (Maple Leaf Route), Harrison and Franklin streets.

Chicago, Indianapolis & Louisville Railway (Monon Route), Taylor street and Custom House place.

Chicago, Milwaukee & St. Paul Railway, Union street and Carroll avenue.

Chicago, Rock Island & Pacific Railway, Taylor and Sherman streets.

Chicago & Alton Railway, 2 West

TABLE OF DISTANCES BETWEEN RAILROAD PASSENGER DEPOTS IN CHICAGO, EXPRESSED IN MILES AND FRACTIONS OF MILES.

	La Salle Street Station	Illinois Central Station	C. & N. W. Station	Dearborn Street Station	Grand Central Station	Union Station
La Salle Street Station		1 $\frac{8}{100}$	$\frac{9}{10}$	$\frac{5}{10}$	$\frac{2}{10}$	$\frac{6}{10}$
Illinois Central Station	1 $\frac{8}{100}$		2	$\frac{8}{10}$	$\frac{9}{10}$	1 $\frac{6}{10}$
C. & N. W. Station....	$\frac{9}{10}$	2		1 $\frac{3}{10}$	1	$\frac{9}{10}$
Dearborn St. Station	$\frac{5}{10}$	$\frac{8}{10}$	1 $\frac{3}{10}$		$\frac{3}{10}$	1 $\frac{1}{10}$
Grand Central Station	$\frac{2}{10}$	$\frac{9}{10}$	1	$\frac{3}{10}$		$\frac{5}{10}$
Union Station.....	$\frac{6}{10}$	1 $\frac{6}{10}$	$\frac{9}{10}$	1 $\frac{1}{10}$	$\frac{5}{10}$	

Chicago, Indiana & Southern Railway.

Chicago, Rock Island & Pacific Railway.

Chicago & Eastern Illinois Railroad.

Delaware, Lackawana & Western Railroad.

Lake Shore & Michigan Southern Railway.

New York, Chicago & St. Louis Railroad (Nickel Plate Route).

NORTH-WESTERN DEPOT, Wells and Kinzie streets:

Chicago & Northwestern Railway.

UNION DEPOT, Adams and Canal streets:

Chicago, Burlington & Quincy Railway.

Chicago & Alton Railway.

Chicago, Milwaukee & St. Paul Railway.

Pittsburg, Cincinnati, Chicago & St. Louis Railway (Pan Handle).

Van Buren street.

Chicago & Eastern Illinois Railroad, Twelfth street, near Clark.

Chicago & Erie Railroad, Fourteenth and Clark streets.

Chicago & North-Western Railway, Jefferson street and Grand avenue.

Cleveland, Cincinnati, Chicago & St. Louis Railway, foot of South Water street.

Grand Trunk Railway, Taylor street and Plymouth place.

Illinois Central Railroad, foot of South Water street.

Lake Shore & Michigan Southern Railway, Polk and La Salle streets.

Michigan Central Railroad, foot of South Water street.

New York, Chicago & St. Louis Railroad (Nickel Plate), Clark street, between Taylor and Twelfth streets.

Pittsburg, Cincinnati, Chicago & St. Louis Railway (Pan Handle), 101

North Clinton street.

Pittsburg, Ft. Wayne & Chicago Railway, 2 Madison street.  
Wabash Railroad, Twelfth street and Plymouth place.  
Wisconsin Central Railway, foot of South Water street.

**Railroad Track Elevation.**—From May 23, 1892, to September 3, 1907, the City Council has passed ordinances for the elevation of the roadbed and tracks and the elimination of grade crossings within the corporate limits of the City of

to be paid by the railway and railroad companies.

**Railway Exchange Building.**—

For the purpose of establishing a permanent location of general offices of several railroads, a Chicago corporation determined upon the plan of erecting an office building adequate to the needs of the interested companies and of sufficient proportion to accommodate the various associations and prominent



RAILWAY EXCHANGE BUILDING, NORTHWEST CORNER MICHIGAN AND JACKSON BOULEVARDS.

Chicago, which have been accepted by the different railway companies to the amount of \$60,190,423; of this grand total work has been completed to the 31st day of December, 1907, to the amount of \$46,520,250, leaving a balance of work yet to be completed of \$13,670,170, which must be fully and finally completed before the 31st day of December, 1911. Every dollar of the cost of this work has

commercial interests identified with railroads. The result is the "Railway Exchange" at the northwest corner of Michigan and Jackson boulevards, in Chicago. The accompanying illustration shows clearly the handsome exterior of the building.

The building is sixteen stories high, with attic, making practically seventeen stories, and covers ground area 171 feet square.

The exterior construction is of white glazed terra cotta with bay windows from the fourth to the twelfth floor, inclusive. Entrance is from both Jackson and Michigan boulevards, leading directly into a rotunda finished in marble and mosaic. At the north end of the rotunda is a great staircase of marble and ornamental iron leading to a balcony and to the second floor shops. On either side of the staircase are elevators, twelve in number, of which six perform local service to the eighth floor, while the remaining six express service and do not stop below the eighth floor.

There is a central court, 60x70 feet, up to the fourteenth floor, above which level the space is extended to 89x91 feet. The court is open at the top and the interior walls finished in white enamel brick, thus insuring excellent light and ventilation for the inside offices.

In interior finish the building is most elaborate. Corridor floors are of mosaic and the walls wainscoted with marble up to the height of the transom. The woodwork in the offices is of mahogany and the floors of hardwood. All the equipments known to the best class of office buildings is provided, including coat room, lavatory accommodation, hot and cold water, and filtered ice water in corridors.

As to the occupancy of the building, the first and second floors are devoted to shops, divided to meet the requirements of the tenant. The balance of the building is devoted to offices. Among tenants who occupy entire floors are the Chicago & Alton Railway; the Atchison, Topeka & Santa Fe Railway (two floors); and the Chicago, Milwaukee & St. Paul Railway.

**Ravinia.**—Ravinia is 21.6 miles from Chicago, and has a population of 75. This is a new suburb, but has beautiful scenery, which makes it the most desirable of the North Shore residential sites. Ravinia

Park is in the south edge of the village.

**Real Estate Board.**—Feeling the necessity of concerted action, representative real estate owners and brokers of Chicago organized the Chicago Real Estate Board for the promotion of the business of its members and caring for the interests of property owners. No organization in Chicago has accomplished as much good for its members and in behalf of the people as the Chicago Real Estate Board. It has been faithful to the purpose for which it was organized, and as performance is better than promise, the record of the Chicago Real Estate Board for a quarter of a century is ample illustration of what it has accomplished and its aims for the future.

Among other things:

It defeated the attempt of the county commissioners to double the value of property in Cook county, by which taxation would have been relatively increased; subsequently some of these county commissioners were convicted and sent to prison.

It was instrumental in organizing the Revenue Reform League of Cook County, the usefulness of which years ago was acknowledged by all who were conversant with the subject.

It defeated the passage by the city council of an ordinance permitting private corporations to use the space under sidewalks without the consent of owners.

It secured the passage of ordinances preventing the erection of livery stables or blacksmith shops on residence streets without the consent of owners of property adjoining and opposite the proposed buildings.

It defeated a movement upon the part of the county commissioners to give the county a monopoly of the abstract business by placing it entirely in the hands of the county recorder and permitting him to withhold facilities from others who were engaged in the business.



No member shall solicit business from owners represented by other members by offering less than Real Estate Board rates of commission, rebates or other money inducements.

Agent membership, initiation fee, \$200; annual dues, \$30.

Board rooms, Real Estate Board building, 57 and 59 Dearborn street. Incorporated, A. D. 1883.

**Reaping Machine Increases Population.**—In 1854 the per capita production of wheat was  $4\frac{1}{3}$  bushels; in 1861,  $5\frac{1}{2}$ ; in 1890, almost 10 bushels for each man, woman and child in the United States; and today, with less than one-third of our population on the farm, we produce enough foodstuffs to feed the people of America, and to export millions of bushels to the countries of Europe.

In 1850 the number of farms was 1,449,073; today the number is approximately 6,000,000, the increase in the last ten years alone amounting to considerably more than one million. The total area of lands cultivated increased during the same period from less than 300,000,000 acres to nearly 700,000,000 acres.

**Receipts of Products.**—Chicago receipts during 1908 totaled as follows:

Wheat, bu.....	21,168,442
Corn, bu.....	91,169,147
Oats, bu.....	92,529,017
Rye, bu.....	1,646,118
Barley, bu.....	23,696,615
Total grain, bu.....	230,209,339
Flour, bbls.....	9,496,037
Hay, tons.....	299,938
Hides, lbs.....	136,729,644
Cheese, lbs.....	83,098,982
Wool, lbs.....	66,018,883
Butter, lbs.....	316,694,782
Flaxseed, bu.....	2,119,335
Live hogs, No.....	8,651,669
Dressed hogs, No.....	222
Cattle, No.....	3,039,206
Sheep, No.....	4,351,889
Dressed beef, lbs.....	428,729,665
Lard, lbs.....	77,301,132
Barreled pork, bbls.....	9,260
Other meats, lbs.....	235,477,393

**Recorder's Office.**—Located in the new county building. The staff consists of the county recorder, one chief deputy, one chief clerk, sixty-one clerks, three stenographers and 150 folio typewriters. Ab-

stract folio work is charged for at the rate of fifteen cents per page. In the abstract department there is one superintendent and thirty-one clerks. In the Torrens department there are two attorneys, nine clerks and two stenographers. In the last eleven months of 1908 there were 250,784 instruments filed for record, 1,217,801 folios written, 1,876 abstracts furnished, the amount paid for abstracts was \$18,874.60, amount paid for recording, \$170,380.50. The fees of the Torrens department during the same period amounted to \$14,444.45.

**Red Lights.**—Red lanterns shall be displayed and maintained during the whole of every night at each and every pile of material in any street or alley and at each end of every excavation.

**Regrade 18,000 City Jobs.**—The regrading of civil service employes and the equalizing of their salaries—the most important subject in the annual budget—will be considered by the council finance committee.

In the municipal service there is a total of about 18,000 employes, of whom the school teachers, firemen and policemen compose two-thirds. Of the remaining 6,000, it is estimated by President Lower of the civil service commission, 4,000 will be affected. Their grades in the merit system will be changed or their salaries raised or lowered. The plan has been worked out in a general way for all of the departments and in detail for a few of the bureaus and divisions, and the new salaries will be determined by the finance committee.

It was asserted that as a whole the salary roll of the corporate end of the municipality would not be shifted to any material extent, but there will be many changes in the compensation of individual employes. It has been asserted that no man who earns what he is getting need have the slightest fear of his pay being reduced, yet there is a general alarm among the employes over what may happen.

**Religious Societies.—**

Actors' Church Alliance of America, 510 Masonic Temple.  
 American Bible Society, 206, 42 Madison street.  
 American Federation of Catholic Societies, 5827 Princeton avenue.  
 American Sunday School Union, 1012, 153 La Salle street.  
 American Tract Society, 630, 324 Dearborn street.  
 Baptist Ministers' Conference, 17 Van Buren street.  
 Baptist Young People's Union, 10, 126 Dearborn street.  
 Catholic Woman's League of Chicago, 5047 Grand boulevard.  
 Chicago Baptist Brotherhood.  
 Chicago Baptist Social Union, 1138, 159 La Salle street.  
 Chicago Bible Society, 206 East Madison street.  
 Chicago Christian Endeavor Union, 820, 153 La Salle street.  
 Chicago Congregational Club.  
 Chicago Congregational Sunday School Association, 153 La Salle street.  
 Chicago Disciples' Social Union, 1164 West Congress street.  
 Chicago Methodist Preachers' Meeting, Methodist Church block.  
 Chicago Methodist Social Union.  
 Christian Ministerial Association, University of Chicago.  
 Chicago Sunday Evening Club.  
 Chicago Tract Society, 167 Wabash avenue, fourth floor.  
 Church Club of Chicago, 410 North State street.  
 Congregational Ministers' Union, Masonic Temple.  
 Cook County Sunday School Association, 803, 140 Dearborn street.  
 Illinois Christian Endeavor Union, 820, 153 La Salle street.  
 Illinois Sunday School Association, 140 Dearborn street.  
 Lincoln Center Conference of Sunday School Workers, Oakwood boulevard and Langley avenue.  
 Luther League of Chicago, 3318 Madison street.  
 Lutheran Ministers' Association, 435 Cornelia street.  
 Lutheran Woman's League, 208 Townsend street.  
 National Christian Association, 221 West Madison street.  
 Presbyterian Ministerial Association, 913 Masonic Temple.  
 Presbyterian Social Union, 301, 158 State street.  
 Unitarian Sunday School Society, 515, 175 Dearborn street.  
 Young Men's Christian Association, 153 La Salle street.  
 Young Men's Methodist Union.

**Removal of Dead Animals from Streets.—**

The following number of dead animals were removed during the past year at no expense to the city: Horses, 5,624; cows, 72; dogs, 18,250; calves, 21; goats, 84; sheep, 18; colts, 76. Total, 24,145.

**Reporting Contagion.—**A case of contagious disease, unless all proper care and precautions are taken in its management, is a menace to the whole community. Thus a case of diphtheria may mean only one case, or it may mean scores of cases, bringing death and sorrow to many homes.

It all depends upon how the first case is handled. Contagion is spread by the mingling of the sick with the well. And a concealed case of scarlet fever or diphtheria is a terrible danger to a community. This is why the law requires that all cases of contagious sickness be reported by the attending physician. It also goes further and places the same duty on the parent or legal guardian in cases where no physician is in attendance.

This is done to fully protect the community and to prevent these terrible scourges of child life, diphtheria and scarlet fever, from becoming epidemic in any given locality or throughout the entire city, as they would do unless proper protective and restrictive measures were enforced.

**Restaurant Inspection.—**More careful attention than heretofore has been given to the inspection of restaurants, especially to those portions of such establishments which are not subject to the criticism of their patrons. The standards have been advanced to some degree by them as to cleanliness and structure, but it is found that ground is laid for substantial advances in the near future in this regard.

The total number of restaurants inspected is more than 1,900. As the year has been a bad one for this business, at least 200 have passed out of existence. The number of licensed, however, is sufficient to give license fees amounting to nearly \$26,000. The number licensed in 1906 was 1,430, in 1907, 1,635, and licenses and free permits in 1908, 1,839.

**River Forest.—**River Forest is 10 miles from Chicago, and has a population of 1,539. River Forest

lies on the east bank of the Des Plaines river. Many pretty residences are set in well kept lawns, and the streets are shaded with oak and maple trees.

**Riverside.**—Riverside is 11 miles from Chicago. The place has many beautiful homes set in broad, well kept lawns. The water supply comes from artesian wells, 2,300 feet deep. The Riverside Golf Club has beautiful grounds two miles from the town.

**Riverview Park.**—Corner Western and Belmont avenues. Riverview Park car from Clark and Washington street; Northwestern elevated to Belmont avenue, thence west on Belmont avenue; surface car to Western avenue, Clybourn avenue car or any other west bound car, transferring to north-bound Western avenue car, passes directly in front of the entrance.

**Roofs for Spectatorial Purposes.**—It shall be unlawful for any person, whether owner, lessee, manager or person in control or having charge of any building within the city to permit the use of the roof of any house or building, whether free of charge or through admission fee, to any person as a place of observation, or for spectatorial purposes, unless he has first obtained from the commissioner of the buildings of the city a permit.

**Rogues' Gallery.**—Or Bureau of Identification, as it is called, is a collection of photographs of persistent and notorious criminals who have, at one time or another, fallen into the hands of the police. That in Chicago is in the hands of the detective office at police headquarters, and consists of over a thousand cartes-de-visite of all sorts of faces, from that of the coarse, sensual felon to the sleek, sanctimonious confidence operator. An official photographer is employed by the police department at a salary of \$1,200, to take the photographs of criminals. Once a picture is placed in this gallery it is only removed when its subject dies

or disappears from the criminal world, or when he has given ample proof of his intention to reform in the community, by leading an honest life for at least five years. Many daring burglaries, forgeries, etc., have been traced home to their perpetrators by the clues furnished by a comparison of these pictures with such descriptions of suspicious characters as were seen about the locality when the crime was committed.

**Rose Hill Cemetery.**—Contains five hundred acres of high ground and is situated on the Chicago & North-Western Railway, about six and a half miles from the city. The view had of this cemetery from passing trains, or from almost any point surrounding, with its winding carriage and footways, its beautiful lakes and its green and sloping lawns, reveals a picture of grand landscape work that is hardly excelled. The massive stone entrance, built in the old castle style of architecture, affords both office and chapel room, and the greenhouses, which are very large, contain almost every variety of plant and flower. The Rose Hill Cemetery Company was chartered February 11, 1859. Rose Hill contains many handsome and costly tombs and monuments, the most prominent of the latter being the Soldier's Monument at the head of the main avenue. This is one of the three prominent Protestant cemeteries, and may be reached, aside from the railroad, by a splendid drive via Lincoln Park, Graceland, and the beautiful northern suburbs. It is seven miles north of the City Hall.

**Rowing.**—Rowing is confined almost entirely to the parks. Each of the larger parks contains a lake of considerable size, and a large number of boats are continually in use during pleasant weather. The various boat-clubs, located along the lake shore, enjoy themselves upon that body of water, but do not dare to venture outside of a very narrow strip of inland sea,



whose surface is decidedly treacherous.

**Rubber Goods.**—The manufacture of rubber goods of all kinds totaled \$10,400,000 in value last year. In many specialized lines of rubber Chicago is the central market of the United States.

**Rules for Long Life.**—1. Avoid every kind of excess, especially in eating and drinking.

2. Do not live to eat. Select those aliments most suitable for nourishing the body, and not those likely to impair it.

3. Look upon fresh air as your best friend. Inhale its life giving oxygen as much as possible during the day; while at night sleep with bed room window open at the top four or five inches. Follow this even in the depth of winter. It is one of the great secrets of long life.

4. Be clean both in mind and body. It is a fortification against disease.

5. Worry not, nor grieve. This advice may seem cold philosophy, hard to follow; nevertheless I have known persons of a worrying disposition almost entirely break themselves of it by a simple effort of the will. Worry kills.

6. Learn to love work and hate indolence. The lazy man never becomes a centenarian.

7. Have a hobby. A man with a hobby will never die of senile decay. He has always something to keep either mind or body active, and therefore they remain fresh and vigorous.

8. Keep regular hours and insure sufficient sleep.

9. Beware of passion. Remember that every outbreak shortens life to a certain degree, while occasionally it is fatal.

10. Have an object in life. A man who has no purpose in life to live for rarely lives long.

11. Secure a good partner in life but not too early.

**Ryerson Library.**—It is a beautiful and commodious building, and

the library has become one of the most valuable parts of the Art Institute, consulted annually by about 50,000 persons. It contains at present about 3,500 volumes, strictly confined to fine art, and including many valuable works. In it is kept the great collection of large carbon photographs known as the Braun autotypes, sixteen thousand in number, including reproductions of the paintings, drawings and sculpture of most of the well-known galleries of Europe. These are the gift of Dr. D. K. Pearsons. The library is open at all times to members and students, and is practically a free public library upon Wednesdays and Saturdays, the open days of the museum.

**Safe Deposit Vaults.**—It often happens, in a large city like Chicago, that a person, by thrift and economy, has come into possession of money or other valuables, for which they have no place for safe-keeping at home or elsewhere, and it may not be convenient for them to have a ponderous safe. For these the great co-operative safes of the city have been built and are managed. There are twenty-four of them in Chicago, nearly all built in connection with some banking institution, and offering almost perfect safety for the funds or valuables therein deposited.

**Safety Devices.**—Every passenger or freight elevator now running or operating within the city of Chicago, or which may hereafter be constructed and run and operated, shall be provided with some efficient device for the purpose of preventing the cab or car of such elevator from falling, or the securing of the safety of the cab or car and its load, in case it does fall and all such devices that are applied to such passenger or freight elevator for the purpose of preventing such cab or car from falling or for stopping it in case it does fall, shall be subjected to a practical test, such test to be made under the supervision of the com-

missioner of the buildings, to determine the efficiency of such device and to secure the safety of the cab or car and its contents. Every person, whether owner or agent of any building wherein any such passenger or freight elevator within the city is now run or operated, or which may hereafter be constructed or operated, who shall fail or neglect to provide such passenger freight elevator with such device for the purpose of preventing the cab or car from falling, or the securing of the safety of the cab or car in case it does fall, shall be fined not less than twenty-five dollars nor more than two hundred dollars for each and every day on which such elevator is run or operated without being provided with such device.

**Saloons.**—There are within the city limits, 7,120 saloons which pay a license of \$1,000 per year. Many of the saloons in the loop district are veritable art galleries, and no expense has been spared to make them as attractive as possible.

**Saloons Open Sunday.**—The Supreme Court of Illinois held that it has no jurisdiction to compel Mayor Busse to enforce the provisions of the state law requiring the closing of saloons on the first day of the week. This decision upholds the finding of the Appellate Court last May.

**Sanitary Police.**—At present the roster of the sanitary police force of the Health Department numbers thirty-five men, one from each ward in the city. Chicago may well be proud of her sanitary squad. There are few cities in the Union that can show a squad of men possessed of as much intelligence and certainly none containing as many faithful workers. The salary of a sanitary policeman is the same as a member of the police force (\$1,000) per annum.

The total number of notices to abate nuisances served during the past year by the sanitary police was 39,386.

**San Souci Park.**—Located on the corner of Cottage Grove avenue and Sixtieth street. Halsted, Ashland, State or Wentworth south bound cars, transferring to east bound Sixty-first cars in Fifty-ninth street. Cottage Grove avenue cars direct to gate.

**School Budget.**—The school budget for 1909 made its appearance along with the recommendations for salary increases. Appropriations were made for estimate receipts as follows:

<b>Building Account—</b>	
Cash on hand, general fund.	\$1,305,025
Due from bonds and interest account .....	\$ 35,000
School tax levy, 1908, less cost of collection, etc....	3,840,000

<b>Total .....</b>	<b>\$5,180,025</b>
<b>Liabilities on building contracts .....</b>	<b>1,372,432</b>

<b>Amount available .....</b>	<b>\$3,807,593</b>
<b>Educational Account—</b>	
Cash on hand, education account .....	\$ 15,685
School tax levy, 1908, less cost of collection, etc....	8,026,920
From other sources.....	947,159

<b>Total .....</b>	<b>\$8,989,764</b>
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On the building fund, \$3,207,594 was appropriated for new buildings and sites. The largest single item in the long list of educational appropriations was \$5,470,000 for salaries of superintendents and teachers of elementary schools.

**Security Trust and Deposit Company.**—Located in the Masonic Temple Building, northeast corner State and Randolph streets, has the largest and most magnificently appointed Safety Deposit Vaults in the world, has room for 20,000 strong boxes, ranging from \$2.50 to \$30 per year, according to size. This is said to be the only safety deposit company in the world furnishing both day and night service, an advantage that can not be overestimated by its patrons. Mr. C. M. Dickinson, prominent in banking circles and the business world of Chicago, is president of the company. Giles H. Dickinson, also prominent in Chicago financial life, is secretary

and treasurer, and C. L. Thayer, a man of long experience in the safety deposit business, is the superintendent. Every precaution is taken for the safety of the 20,000 boxes in these superb vaults. The six great doors and vestibules weigh in the aggregate some fifty tons. Guards watch the rooms by day and night, and an army of crooks, with a platoon of dynamiters, could not force an entrance. About 15,000 of the 20,000 safes now in the great vaults are in use, so there is still room for many additional depositors. This number of depositors, 15,000, is almost unparalleled, even by the oldest institutions of New York and London.

**Seminary of the Sacred Heart.**—Blind, indeed, would be any sight-seer in Chicago, who could ride on the West Twelfth street cars, from Halsted street to Ashland avenue, and fail to notice the substantial buildings and spacious grounds of the Seminary of the Sacred Heart at 485 West Taylor street. The structures are built of a gray brick, in the gothic form of a cross, and show the massive solidity of the Catholic church. They cover but a small part of the ten acres of grounds, included in the block bounded by Taylor and Sibley streets, Gilpin place and Troop street. These grounds are kept in nice order and tell of the unwearied care in all minor details necessary for successful management. This institution was founded in 1860 and incorporated in 1870. It is maintained as a boarding school for young ladies, with ample accommodations for about 200 students. The whole interior is conveniently arranged and tastefully fitted, so far as color and decoration are concerned, for the purpose for which it is designed. The school is in charge of the Religious of the Sacred Heart, who also maintain here a parochial school of about 1,000 girls, where all branches are taught that are taught in the public schools. It is conceded by all

who have means for judging, that there is no finer school in the country for the education of young ladies than this.

**Servants Are Human.**—This is a fact which most of the persons who are unable to keep a servant in their houses for any length of time are apt to forget. On the other hand, the atmosphere of republican institutions is fatal to good service. You may take your choice in Chicago of Irish, Negro, Swedish, French or German "help," as it is called, and it is largely a matter of taste. There are good servants to be found among those of each race. If you want a servant the best way is to advertise in one of the daily papers. Having selected from among the applicants one who appears to answer your requirements, personally investigate his or her character, as written characters are as a rule untrustworthy and not worth the trouble of reading. Servants are not entitled to any perquisites whatever, and if you allow them to do your purchasing of groceries, meat, vegetables, etc., it is not unlikely that you will find that they receive a percentage upon your bills from tradesmen. It is useless to forbid female servants to have "followers," as their love, like that of their betters, laughs at locksmiths. The best way is to allow them to receive their visitors under certain regulations that you may make, and after acquainting yourself with the character of the visitor.

**Sewer-Gas.**—There is no more prolific source of such deadly disease as typhoid fever, diphtheria, and malarial affections generally, than the presence, often undetected, of sewer-gas in dwelling houses. The first care of persons into apartments or dwellings should be to examine the waste pipes to see that they are properly trapped with automatic or elbow trap.

**Sewerage of Chicago.**—On February 16, 1847, a legislative act supplementary to the city charter



granted power to the common council to build and repair sewers by special assessments upon the property benefited thereby. In the year 1849 Madison street east and west and State street north and south were decided upon as the summit in the South Division of the city; the grade of that portion lying north of Madison street and west of State street to slope to the north and drain into the main river. The portion east of State street to slope east and drain into the lake. The portion south of Madison street and west of State street to slope west and discharge into the South Branch of the river. Nothing was done in the way of drainage, except open ditches, until the year 1850, when triangular shaped wooden box sewers were built in Clark, La Salle and Wells streets from the main river to the alleys south of Randolph street; the cost of these sewers was \$2,871.90, which amount was wholly paid for by the property benefitted. The Drainage Canal and city datum has changed all this and the sewage is conducted to the river, leaving the lake free of contamination.

**Sheriff's Office.**—Located in the new county building. The regular force consists of one sheriff; one assistant sheriff; one chief deputy; two chief bailiffs; one real estate and bond clerk; one cashier; one summons clerk; one assistant summons clerk; one executive clerk; six clerks; one stenographer; one messenger; twenty-eight deputy sheriffs; 102 bailiffs; one bailiff, Chicago Heights.

The receipts of the office for the past fiscal year was \$52,579.33. writs served in the same period: Circuit Court, 14,212; Superior Court, 15,531; County Court, 2,333; Criminal Court, 44,401; Probate Court, 1,390; Municipal Court, 6,881. Pauper writs served, 1,374; subpoenas, citations, attachments and capiases served, 37,345; veniremen served, 27,964; grand jurors served, 614. Miles traveled, 1,228,474; fees earned \$181,254.76.

**Sherman House.**—There is hardly a traveler who has ever passed through Chicago that has not heard of, visited, or been a guest of, the Sherman. In the first place, the location is directly in the midst of the heart of the city—all the theaters, all of the railroad offices, the court house and many of the banks are in its immediate vicinity—hence the desirability of being at this house; secondly, it is one of the best equipped and well managed of hotels. Located northwest corner of Clark and Randolph streets.

**Sinai Temple,** in Moorish style of architecture, is located on Indiana avenue, corner Twenty-first street. The Sinai congregation includes many of the leading Jewish families of the city. The auditorium is in amphitheater style, and the interior finishing and furnishings are very fine. Rev. E. G. Hirsch is minister.

**Skating.**—Skating in Chicago was formerly a popular winter amusement, but the semi-tropical nature of the winters since 1888 has almost destroyed the pastime. The parks, especially Lincoln, furnish excellent facilities for skating and a short spell of cold weather brings out thousands of skillful skaters. A small strip of the lake close to the shore can also be utilized for this enjoyment.

### Sleeping Car Rates.—

#### RATES OF SLEEPING CAR FARES FROM CHICAGO TO PRINCIPAL CITIES.

Albany, N. Y.....	\$4.50
Baltimore, Md.....	5.00
Boston, Mass. ....	5.50
Buffalo, N. Y.....	3.00
Cairo, Ill.....	2.50
Cincinnati, Ohio.....	2.00
Cleveland, Ohio.....	2.00
Council Bluffs, Iowa.....	2.50
Denver, Colo.....	6.00
Detroit, Mich.....	2.00
Erie, Pa.....	2.50
Indianapolis, Ind.....	2.00
Jacksonville, Fla.....	7.50
Kansas City, Mo.....	2.50

Louisville, Ky.....	\$2.00
Minneapolis, Minn.....	2.00
New Orleans, La.....	6.00
New York City.....	5.00
Omaha, Neb.....	2.50
Philadelphia, Pa.....	5.00
Pittsburg, Pa.....	2.50
Quincy, Ill.....	2.00
Rochester, N. Y.....	3.00
St. Joseph, Mo.....	3.00
St. Louis, Mo.....	2.00
St. Paul, Minn.....	2.00
Springfield, Ill.....	2.00
Toledo, Ohio.....	2.00
Washington, D. C.....	5.00

**"Slot" Machines.**—In many public places, such as railway stations, museums, etc., are to be found numerous automatic machines for various purposes. By dropping a cent or a five-cent piece, as the case may be, into a slot, the machine is set in motion. Some tell the patron his exact weight, some perfume his handkerchief with cologne water, some provide him with candy, chewing gum, or a paper-bound novel.

**Smoke.**—"After 100 years of commercialism we have learned to breathe dirt as well as to eat it," says a foreign writer. The same assertion is true in a modified degree as to the denizens of Chicago. Long familiarity with smoke and soot has bred indifference to them, if not the proverbial contempt. The effects, however, are visible on every hand in pallid faces, faltering steps and decrepit forms. A lack of vitality is seen on every hand. Lassitude has usurped the place of energy, and in many instances enterprise starting forth with vigor and enthusiasm of a fresh revelation has relaxed its hold and degenerated into a simple reminiscence. The City Council has frequently legislated against this evil, the smoke-inspector has done wonders in abating the nuisance, yet the fact remains that the city is still afflicted in a very large degree with the dusky incubus. The pure air of heaven wafted over the broad expanse of Lake Michi-

gan from the east, or carried over the broad prairies from the south and west becomes contaminated, and when inhaled into the lungs produces physical results prejudicial to the public health and well-being.

**Social Settlements.**—These institutions are exactly what the name implies. They are of a homelike nature and the doors are open to all who conform to the rules. There is music, dancing, reading rooms. Entertainments are frequently given and a helping hand is extended to the stranger. A visit to any of the following will repay anyone:

Abraham Lincoln—Oakwood and Langley.

Association House—575 West North avenue.

Chicago Commons—North Morgan street and Grand avenue.

Chicago Hebrew Institute—West Taylor and Lytle.

Christopher House—120 Fullerton avenue.

Dearborn Center—3825 Dearborn street.

Eli Bates House—80 Elm street.

Elizabeth E. Marcy Home—134 Newberry avenue.

Esther Falkenstein Settlement House—712-714 North Humboldt street.

Fellowship House—869 Thirty-third place.

Forward Movement—305 West Van Buren street.

Frances E. Willard—133 Morgan street.

Francis E. Clark—2014 Archer avenue.

Frederick Douglass—3032 Wabash avenue.

Gads Hill—869 West Twenty-second street.

Halsted Street Institutional Church Settlement—778 South Halsted street.

Henry Booth House—166 West Fourteenth place.

Hull House—335 South Halsted street.

Maxwell Street—185 West Thirtieth street.

Neighborhood House—6710 South May street.

Northwestern University—Augusta and Noble.

Olivet House—44 Vedder street.

St. Mary's—Fourth-fourth street and Union avenue.

South End—8951 Superior avenue.

University of Chicago—4630 Gross avenue.

**Soil of Illinois.**—The soil of Illinois is its greatest source of wealth. To keep that soil fertile and productive should be the first care of the state government. Two things

have produced 11 bushels, 10.2 bushels, and 14.7 bushels of corn, respectively per acre as a total for six years, while three other plots of similar intervening or adjoining land, treated with potassium, have produced 264.8 bushels, 262.7 bushels, and 232.4 bushels, respectively, per acre as a total for six years." These remarkable results were secured through soil analysis and soil experiment. What was needed was ascertained. The want was supplied. "The net profits now being secured annually from the use of potassium on these soils are alone

### **SOUTH PARK DISTRICT—PARKS AND BOULEVARDS.**

**Table of Areas and Lengths of South Parks and Boulevards.**

	Total Areas, Acres.		Width.	Total L'gths, Miles.
Jackson Park .....	542.89	Michigan Avenue...	80-100 ft	5.73
Washington Park .....	371.00	Garfield Boulevard..	200 ft	3.50
Marquette Park .....	322.68	Western Ave. Boul..	200 ft	2.81
Grant Park .....	205.14	Grand Boulevard...	200 ft	2.81
Midway Plaisance .....	80.00	Drexel Boulevard...	200 ft	1.48
McKinley Park .....	74.88	Prairie Avenue.....	66 ft	1.23
Sherman Park .....	60.60	South Park Avenue...	66 ft	.87
Ogden Park .....	60.54	Jackson Street.....	100 ft	.50
Palmer Park .....	40.48	Oakwood Boulevard...	100 ft	.50
Calumet Park .....	66.19	Thirty-third Street...	66 ft	.31
Hamilton Park .....	29.95	Sixteenth Street....	50 ft	.14
Bessemer Park .....	22.88	Twenty-ninth Street...	66 ft	.17
Gage Park .....	20.00	Fifty-seventh Street	100 ft	.03
Mark White Square.....	10.00	Loomis Street.....	66 ft	1.47
Armour Square .....	10.00	Sixty-sixth Street...	66 ft	1.50
Cornell Square .....	10.00	Sixty-seventh Street...	66 ft	3.99
Davis Square .....	10.00	Normal Avenue ....	66 ft	2.08
No. 4 Square.....	10.00			
Russell Square .....	11.47	<b>Total .....</b>	<b>.....</b>	<b>28.48</b>
Hardin Square .....	4.95			
No. 15 Park.....	19.16	The total area of parks and boulevards is 2,423.37 acres.		
No. 16 Park.....	18.52			
No. 17 Park.....	20.00			
<b>Total .....</b>	<b>2,021.33</b>			

now stand out in sharp contrast. One is that in the other states of the union the soil has been depleted by wrong methods of cultivation and by reason of ignorance of facts easily discovered. The other is that there is abundance of positive evidence to prove that the science of agriculture can save productive soils from exhaustion and can make land valuable that has been counted of little worth.

"On the soil experiment field near Momenca three plots of ground, not treated with potassium,

far above the total annual cost of all soil investigations for the state."

### **SOUTH PARKS AND BOULEVARDS.**

By Acts of the Legislature of the State of Illinois, approved February 24 and April 16, 1869, the South Park District was created.

The Acts referred to authorized the organization of a Board of Park Commissioners consisting of five members, the term of one member expiring each year, the Commissioners to be appointed by the Circuit Judges of Cook County.



The Acts defined the limits of the Park District and also the lands which were to be taken for park and boulevard purposes, and provided for the levying of a special assessment upon all of the property within the park district for the purchase of the lands, and also provided for the levying of taxes for the maintenance and improvements of the parks and boulevards.

On April 30, 1869, five Commissioners, having been appointed by the Circuit Judges, qualified and organized as a board.

The Acts creating the Park Board gave to the Commissioners exclusive control of all the lands selected and acquired for parks and boulevards, making the Board a separate and distinct municipal corporation with authority to levy taxes and make rules and regulations for the control of the territory under its jurisdiction, such board being entirely independent of the city or county authority and having power to create and maintain its own police force.

The area of the South Park District is 92.6 square miles, including within its limits the South Town of Chicago, Hyde Park, South Chicago, Grand Crossing, Englewood and The Stock Yards, extending from the Chicago River south to One Hundred and Thirty-eighth street, a distance of  $16\frac{1}{2}$  miles; and from Lake Michigan westward to West Forty-eighth avenue, a distance of  $10\frac{1}{2}$  miles.

The population of the district in 1907 was 658,687.

The assessed valuation of the property within the district for 1907 was \$291,427,546—this being estimated as one-fifth of the actual value of the property.

The original act provided for the acquirement of Washington Park, Jackson Park, Midway Plaisance, Grand boulevard, Drexel boulevard, Garfield boulevard and Western avenue. Subsequently other parks and boulevards were acquired.

The parks now number twenty-three and the boulevards seven-

teen. The area of the parks and length of the boulevards now under control of the South Park Commissioners aggregate 2,021.33 acres of parks and 28.48 miles of boulevards—in all an area of 2,423.37 acres.

In 1903 and 1904 fourteen new parks were added to the number under the jurisdiction of the Park Commissioners, ten of which have been completely improved.

In each of ten parks there are two indoor gymnasiums, one for men and boys and one for women and girls. These gymnasiums are equipped with modern apparatus, steel lockers and ample baths. There are also outdoor gymnasiums or playgrounds and at least one baseball diamond in each of ten parks. All gymnasiums and playgrounds are in the care of trained instructors, who conduct classes in gymnastics, dancing and games indoors from October to May, and games, athletics and sports outdoors from May to October. Playground equipment has been selected with special reference to the play instincts and tendencies of all groups and ages. Gymnasium classes, sports and pastimes are organized for school children, young working boys and girls and adults.

In connection with the gymnasiums and playgrounds above referred to, there are in the ten park buildings assembly halls, club rooms, reading rooms, refectories, locker rooms and shower baths. The buildings are open for the use of the people every day in the year.

The gymnasiums and playgrounds during the school year are open from 3:30 in the afternoon until 10 o'clock at night, except on Saturdays and holidays, when they are open at 10 o'clock in the morning.

The swimming pools are open from about June 1st until about October 1st, two days a week being set aside for women and girls.

The shower baths are in use every day in the year.

The assembly halls and club

rooms are reserved for the use of most any moral purpose, including dances—politics and religious services excepted.

The Park Commissioners furnish bathing suits, towels and soap, for which there is no charge made. Neither is there any charge for the use of any of the facilities in the building, except in the refectories, where the prices are the very lowest.

One of these play parks, Armour Square, for instance, which is perhaps typical of all except that it is not the largest, is ten acres in extent and cost:

For the land.....	\$ 50,000
For the buildings and swimming pool .....	94,000
For improvement and equipment .....	76,000
Total.....	\$220,000.

To operate Armour Square costs on the average about \$29,000 per year, including policing and every other expense of operation and maintenance.

All of each of these ten parks completed are equipped in the same manner; the buildings and facilities varying somewhat in plan and dimensions.

The Park Commissioners do not grant concessions to any one in the parks under their control.

Boating, refectories, soda fountains and all other services to the public are operated by the Park Commissioners, the Commissioners operating an ice cream factory and laundries for the laundering of the bathing suits and towels.

The Park Commissioners have erected their own electric light station, from which all the parks throughout the system are furnished with current for the outside as well as the inside lighting, except two of the parks, Palmer and Calumet, which have not yet been connected.

The station is a modern one in every particular, the power being a turbine engine with a capacity of

1,000 kilowatts. It is located in Washington Park.

The police force consists of one captain, one lieutenant, four sergeants and 125 men, and is appointed by and under the control of the Park Commissioners.

There are two golf courses maintained in Jackson Park, one nine-hole and the other eighteen-hole.

At the first tee of the eighteen-hole course there is a large shelter with commodious lunch counter; 750 lockers, and shower baths for both men and women. All of these are furnished free of any charge, and the demand is so great that, notwithstanding the fact that four persons are assigned to each locker all who applied for space could not be accommodated.

The use of the course is very great, having reached as high as 1,400 people playing over the eighteen-hole course in one day.

Every provision is made for all sports and games in the parks. Baseball, tennis and other games are allowed on Sundays as well as other days.

Tennis courts are maintained by the Park Commissioners in various parts of the park for the use of the public without charge, the players being changed every even hour, provided there are persons waiting. Many courts are marked out for the use of those who bring their own nets to the parks with them, and when they place their net upon a court it is theirs for the day, provided they want to continue its use.

Suitable provisions are also made for curling, tobogganing and skating, there being nineteen skating ponds and seventeen toboggan slides maintained each winter.

Row boats are owned and operated by the Park Commissioners in all of the parks where there are lakes of sufficient size for boating; and in addition, in Washington and Sherman Parks there is a large barge for children and in Jackson Park a harbor of 24.26 acres is reserved for the anchorage of private pleasure boats, both sail and power.

Moorings are furnished without charge by the Park Commissioners for 150 boats. All the moorings are occupied during the season and there is usually a large waiting list.

The investment made by the people of the South Park District in their parks and boulevards is as follows:

For lands .....\$ 5,776,915.20  
For improvements.... 11,306,413.02

Following will be found a statement of the location of the different parks and squares under the control of the Park Commissioners and the best means of reaching them by public conveyance:

**JACKSON PARK.**—542.89 acres, extending  $1\frac{3}{8}$  miles along the water's edge of Lake Michigan. One nine and one sixteen-hole golf course, golf shelter containing lockers and baths for both men and women, and lunch counter; football and baseball fields, tennis courts, equestrian paths, boating, yacht harbor, skating, tobogganing, Columbus caravels, Field Columbian Museum and German Buildings, retained from the World's Fair. The German Building is now used as a refectory and the museum is in operation as such. Other structures retained from the World's Fair are the Japanese Buildings on Wooded Island and the La Rabida Convent, now used in summer as a sanitarium for children. The Cohokia Courthouse, the first courthouse erected in the state of Illinois, is on the Wooded Island.

Jackson Park lies between Fifty-sixth and Sixty-seventh streets and Stony Island avenue and Lake Michigan. It may be reached from down town by the Cottage Grove and Jackson Park surface cars, the South Side Elevated road and the Illinois Central Railroad.

**MIDWAY PLAISANCE.**—One mile long and 660 feet wide; 80 acres. Connecting link between Washington and Jackson Parks. Tennis courts, equestrian paths, skating, hockey and tobogganing.

The location of the Midway Plaisance is between Fifty-ninth and

Sixtieth streets and Washington and Jackson Parks. It may be reached from down town by the Cottage Grove surface cars and the Illinois Central Railroad.

**WASHINGTON PARK.**—371 acres. Tennis courts, baseball and football fields, roquet courts, bowling greens, boating, duck pond and wading pool, floral display and conservatory, speeding course, fly-casting pond, equestrian paths, curling, tobogganing, skating, archery range, basketball courts, administration buildings (offices, stables, shops, power plant and ice cream factory), refectory and hall. At the Fifty-first and Grand boulevard entrance (Washington Square) is the equestrian statue of Washington by French.

The park lies between Fifty-first and Sixtieth streets, South Park and Cottage Grove avenues. It may be reached from the business center of the city by the Indiana avenue and Cottage Grove avenue surface lines and the South Side Elevated road.

**GRANT PARK.**—205.14 acres, 70.86 acres are surfaced and the remainder of park is under process of construction and improvement. It contains the Art Institute, Logan Monument, by St. Gaudens, and a temporary one-fourth mile running track and athletic field.

This park is in the business center of the city east of Michigan avenue, between Randolph and Park Row, having a frontage of one and one-eight miles on Lake Michigan. It is within ten minutes' walk of any of the leading hotels.

**MARQUETTE PARK.**—322.68 acres. Seventy-five acres are improved. The improvement of the remainder is in progress. It contains ball fields, tennis courts, toboggan slides and skating ponds.

This park lies between Sixty-seventh and Seventy-first streets, California avenue and the Chicago Grand Trunk Railroad. It may be reached from down town on the Grand Trunk Railroad and State



street, Cottage Grove avenue, Wentworth avenue and Sixty-third street surface lines.

**McKINLEY PARK.**—74.88 acres. 47.37 acres are improved and the remainder of the park is under process of construction and nearing completion. The improved portion contains the following in full operation: Swimming pool, children's playground, men's outdoor gymnasium, women's outdoor gymnasium, tennis courts, ball fields and courts, wading pool, shelter, skating and tobogganing. A statue of William McKinley, by Mulligan, is placed in the northwesterly portion of the park.

This park lies between Thirty-seventh and Thirty-ninth streets, Western avenue and Robey street. It may be reached from down town on the State street and Archer avenue surface lines.

**CALUMET PARK.**—176 acres. A public bathing beach on the shore of Lake Michigan has been established with ample dressing quarters for bathers, and temporary ball fields and tennis courts have been laid out. This park lies in South Chicago east of the Elgin, Joliet & Eastern Railroad tracks, between Ninety-fifth and One Hundred and Second streets and has a frontage along Lake Michigan of four-fifths of a mile. It can be reached from the business center of the city by the Lake Shore and Ft. Wayne Railroads to One Hundredth street, or the South Side Elevated to Sixty-third street and Madison avenue and then the Hammond and Whiting surface lines to One Hundredth street.

**GAGE PARK.**—Twenty acres. Tennis, ball field, sand courts, wading pool and floral display.

This park lies at the intersection of Garfield boulevard (Fifty-fifth street) and Western avenue. It can be reached by the Panhandle and Chicago Terminal Railroads, and by the State street, Archer avenue and Western avenue surface lines.

**South Side.**—The South Side contains all the territory south of the Chicago River and east of the south branch of the Chicago River. This also includes the Loop district.

**South Side Free Dispensary.**—Is at 2431 Dearborn street. Physicians from this dispensary visit the poor who are unable to call at the hospital, for which no charge is made.

**Spitting.**—Eight men were arrested in the down town district recently for alleged violation of the health ordinance prohibiting spitting on sidewalks, in street cars and in any other public place. The police are active in arresting violators of the ordinance against spitting on the sidewalks, etc.

**Sporting Clubs.**—Automobiling—Chicago Automobile Club, Plymouth court, near Jackson boulevard.

Chess and Checkers—Chicago Chess and Checker Club, room 1124, 109 Randolph.

Cricket—Wanderers' Cricket and Athletic League, Seventy-first street and East End avenue.

Fencing—Y. M. C. A. Fencing Club, 153 La Salle street.

Football—Many important football games are played on the grounds of the University of Chicago (Marshall Feld) and at Northwestern University, Evanston.

Handball—Chicago Athletic Club, 125 Michigan avenue. Members are invited guests only. McGurn's Court, 206 East Division street. Y. M. C. A., Association Building, 153 La Salle street; members only.

Tennis—Aztec Tennis Club, North Park avenue, between Fullerton and Belden avenues. Woodlawn Tennis Club, Woodlawn avenue and Sixty-sixth street.

Tennis courts are maintained by the different park commissions which are entirely free to the public under conditions which will be explained by attendants in charge of the courts. Rackets and balls must be furnished by the players.

**Whist — Chicago Whist Club,** room 921, 109 Randolph street.

**St. Ignatius College.**—Located at 413 West Twelfth street. This splendid institution, for the higher education of the Catholic youth of Chicago and vicinity, was erected in 1869. It is conducted by the Fathers of the Society of Jesus. A charter was granted to the college by the Legislature of the State of Illinois June 30, 1870, with power to confer the usual degrees of the various faculties of a university. The studies pursued in the college comprise the doctrines and evidences of the Catholic religion.

**St. Jarlath's Church.**—This beautiful church is of thirteenth century Gothic style, with the lofty, pointed gables, bold deep buttresses, alternating lancet and transcendent windows, deeply recessed and molded doorways. It is located at Hermitage avenue, corner of West Jackson boulevard.

**St. Joseph's Home for the Friendless** is a refuge for respectable young girls out of employment, situated at 409 and 411 South May street, on the West Side. Its principal object is to afford the protection of a home to respectable young girls out of employment, until such time as they can secure positions in offices. The terms for board vary with location of room, from \$2 to \$5 per week. Quite a number of young ladies employed down town have private rooms in the Home, preferring the restful quiet offered here to more stirring quarters elsewhere. The building is conveniently and comfortably arranged for over 200 persons. It is self-supporting.

**St. Joseph's Hospital.**—Is located at 360 Garfield avenue and is conducted by the Sisters of Charity. Patients who can are expected to pay for treatment.

**St. Joseph's Orphan Asylum.**—Is at 3 and 5 Thirty-fifth street, under the management of the Sisters of St. Joseph. Boys and girls are re-

ceived from four to eight years of age and educated.

**St. Joseph's Providence Orphan Asylum.**—Located at Fortieth and Belmont avenues.

**St. Luke's Hospital.**—Is one of the largest in the city, and is located at 1439 Michigan avenue. The medical staff are men of the highest standing in the profession. The hospital is under Episcopalian management, yet no distinction is made to admission.

**St. Mary's Training School.**—Is conducted by the Christian Brothers. It is located at Feehanville, Cook County. Boys, principally waifs, are cared for and given instruction in agriculture and mechanics.

**St. Vincent's Infant Asylum.**—Admits children under six years of age. Children are boarded here by their parents, and others are brought in by the police. The Sisters of Charity, by whom it is conducted, have recently moved into their new and handsome building, located at 191 La Salle avenue.

**St. Xavier's Academy.**—This is certainly a handsome structure. The institution was first opened in 1846, since which time it has occupied a position in the educational history of Chicago worthy of note. It is conducted by the Sisters of Mercy, who devote their time and abilities to the moral, as well as practical education of their young lady pupils. The building is admirably located at 4928 Cottage Grove avenue. It is commodious, substantially built, and its interior is provided with all the comforts and conveniences that go to make a healthful, pleasant home. The course of study includes the various branches of education that fit a young lady to occupy her proper position in the walks of life.

**Star and Garter Theater.**—Located on Madison street near Halsted. Attention is called to the fact that the Star and Garter is the

safest playhouse in America. It is constructed of steel, stone, brick, marble and concrete throughout, and every appliance and device installed is of tested reliability, endorsed and approved by the municipal authorities. The exit space is far in excess of the legal requirements.

Perfect sanitary conditions are maintained in this theater by the use of the automatic disinfecting appliances.

Red lights, operated on an entirely independent gas system, are

tion. Not more than two can belong to the same political party. It is the duty of the board to investigate and, if possible, adjust such differences between employers and employes as may be submitted to it. The usual method of bringing controversies before the board is for one or the other of the parties interested to make a written application for a hearing with a promise not to declare a strike or lockout pending the decision of the arbitrators. It is, however, provided that whenever it shall come to the

### STATE CONTROL OF DUNNING.

The administration bills for the maintenance and improvement of the state institution include a measure anticipating the state control of Dunning asylum, and appropriation of \$385,740 being asked for the operation of that portion of the Cook County institution.

An appropriation for the establish-

ment of an epileptic colony is asked and provision is made for the purchase of a site for a new insane asylum.

A comparison of the appropriations made by the last legislature, with the requests made this year for the seventeen charitable institutions of the state shows the following:

Institution—	1907.	1909.	Increase
Jacksonville insane .....	\$ 532,500	\$ 660,300	\$ 127,800
Kankakee insane .....	997,400	1,278,100	280,700
Elgin insane .....	552,300	733,000	180,700
Anna insane .....	481,700	836,000	354,000
Watertown insane .....	540,000	577,300	37,300
Criminal insane .....	84,400	98,400	14,000
Bartonville .....	855,000	966,400	111,400
Industrial Home for Blind.....	103,000	166,831	63,831
School Home for Blind.....	126,300	152,480	26,280
School for Deaf.....	300,000	343,500	43,500
Lincoln .....	453,700	757,000	303,300
Soldiers' Home .....	658,386	531,900	*126,486
Soldiers' Widows' Home.....	46,800	79,500	32,700
Soldiers' Orphans' Home.....	165,322	175,600	10,278
Eye and Ear Infirmary.....	118,863	118,000	4,137
Training School for Girls.....	316,531	375,500	58,969
St. Charles School.....	276,300	442,600	166,300
Totals .....	\$6,603,402	\$8,292,411	\$1,689,009

\*Decrease.

kept constantly burning over every exit in this theater.

Hyde & Behman Amusement Company, directors; Richard Hyde, proprietor; U. J. Herrmann, resident manager.

**State Board of Arbitration.**—The Illinois State Board of Arbitration was created by an act of the legislature approved August 2, 1895. It consists of three members appointed by the governor, each serving three years. One must be an employer and one an employe, chosen from some labor organiza-

knowledge of the board that a strike or lockout is seriously threatened, the board shall, as soon as possible, put itself in communication with the employer and employes and endeavor by mediation to effect an amicable settlement between them. Headquarters at Springfield.

**State Charities.**—Eight appropriation bills, prepared under the direction of the State Board of Charities, and introduced in the Legislature by Representative Shanahan and Senator Hurburgh,



call for over \$6,000,000 for the maintenance of the seventeen state charitable institutions during the next two years. They also call for over \$3,000,000 for new buildings and improvements to increase the comfort of the state's unfortunate wards.

These measures aim to bring about state care and curative treatment of all the insane in public institutions, leaving none to be lodged in county almshouses.

**State Street.**—This splendid thoroughfare is one of the longest, the broadest, the most important in a business way, and the one on which the fine retail business of the city finds its maximum development. It extends from North avenue and Lincoln Park in the North Division, to a point far down toward the south end of the county, where the surveying chain of man runneth not to the contrary—in all, at least nineteen miles in a straight line from north to south. Of this stretch the northernmost mile is occupied chiefly by residences of the better class. The crowds on this street are at all times equal to those on Broadway, New York. The street railroads from all directions empty their passengers here, and a jostling, elbowing, hurrying through is the result.

### Steamship Lines and Agencies.

Allan Line Royal Mail Steamships, 174 Jackson Boul.  
 American Line, 92 Dearborn.  
 Anchor Line, 21 Sherman.  
 Anchor Line, 2 Wells.  
 Barry Bros. Trans. Co., foot of Michigan.  
 Benton Transit Co., foot of Michigan st.  
 Boenert, Anton, 266 Clark.  
 Brown, F. C., 92 Dearborn.  
 Canada Atlantic Transit Co., 462 North Water.  
 Canadian Pacific Railway Co., 232 Clark.  
 Caravelis & Boussoulas Co., 10 Dearborn.  
 Chavdaroff Bros. Co., 141 W. Adams.  
 Chicago Lighterage Co., 462 Illinois.  
 Chicago Line, 2 Rush.  
 Chicago-South Haven Line, 7 Rush.  
 Clark, Gust, 446 31st.  
 Claussenius, H., & Co., gen. western agents North German Lloyd S. S. Co., 95 Dearborn.

Compagnie Generale Transatlantique French Line Mail Steamers, 71 Dearborn.

Conners, W. J., 410 North Water.

Cook, Thos & Son, 234 Clark.

Cunard S. S. Co. (Ltd.), 67 Dearborn.

De Stefano, G. S., 374 Clark.

Diamond Jo Line Steamers, 98 Jackson.

Dominion Line, 92 Dearborn.

Dunkley-Williams Co., 7 Rush.

Erie & Western Trans. Co., 2 Wells.

Fekete, Joseph, 676 Grand Ave.

Fitzpatrick Book Store & Steamship Agency, 154 22d.

Frangiamore, G., & Co., 63 Oak.

Frank's Ticket & Tourist Co., 193 S. Clark.

French Line Mail Steamers, 71 Dearborn.

Ginsburg, M., & Son, 212 W. 12th.

Goodrich Transit Co., foot of Michigan Ave.

Goodrich Transit Co., 101 Adams.

Graham & Morton Trans. Co., 48 River.

Greenwald, Schwartz & Co., 270 W. 14th.

Guthman, Gerson, 517 N. Ashland Ave.

Hamburg-American Line, 159 Randolph.

Hamburg-American Line, 238 La Salle.

Henderson Bros., 21 Sherman.

Heymar, Alfred, 831 S. Ashland Ave.

Hill Steamboat Line, foot of Michigan.

Holland-America Line, 69 Dearborn.

Indiana Transportation Co., south end Clark St. bridge.

International Mercantile Marine Co., 2 Sherman.

International Mercantile Marine Co., 92 Dearborn.

Jankovich, A. C., 2127 Archer Ave.

Kaitis, Peter M., 221 Wabansia Ave.

Klaus, Vincent J., 4800 Ada.

Krulwich, H., 433 S. Halsted.

Kuhlmann, Wm., 211 Cleveland Ave.

Lake Michigan Car Ferry Trans. Co., 5th Ave. and Harrison.

Lake Michigan Car Ferry Trans. Co., 91st and Harbor Ave.

Leyland Line, 92 Dearborn.

Lowitz, Julius S., 225 Dearborn.

Manitou Steamship Co., 7 Rush.

Marcinkiewicz & Milaszewicz, 4667 Gross Ave.

Mastrianni, P., 135 Ewing.

McNamee, Thomas, 4643 Halsted.

Meccia & Manno, 70 Oak.

Medosh, Frank, 9485 Ewing Ave.

Michigan City-Chicago Line Steamers, south end Clark St. Bridge.

Michigan, Indiana & Illinois Line, 98 Jackson Boul.

Mortensen & Crook, 332 Grand Ave.

Nausiedas, Iz., 917 W. 33d.

Nigro, Luigi M., & Co., 420½ Clark.

North German Lloyd S. S. Co., 95 Dearborn.

Northern Michigan Trans. Co., foot of Michigan.

Northern Steamship Co., 220 Clark.

Phillips, Andrea, 153 Chicago Ave.

Pikowsky, H., & Co., 324 W. 12th.

Pittsburg Steamship Co., 2 Sherman.  
 Prince Line, 108 La Salle.  
 Red Star Line, 92 Dearborn.  
 Robertson, Jas. P., 253 La Salle.  
 Romano, R. V., & Co., 416 Clark.  
 Rosinski, Joseph, 521 Noble.  
 Rutland Transit Co., 130 Kingsbury.  
 Sanderson & Son, 135 Adams.  
 Scandinavian American Line, 120 Kinzie.

Schiff & Co., 503 S. Jefferson.  
 Sicula Americana, 108 La Salle.  
 Skala, F. J., Co., 320 W. 18th.  
 Scandinavian American Line, 126 Kinzie.  
 Slomski, John J., 1004 W. 18th.  
 Sobat & Pocuca, 8948 Strand.  
 South Haven Line, 7 Rush.  
 Stamatides-Papakostas Co., 269 Halsted.

Tananevich, Michael J., 184 W. 18th.  
 Union Steamboat Line, 70 Market.  
 Upham, J. F., 6 Sherman.  
 Wagner, L., 9225 Commercial Ave.  
 Ward Line, 202 Clark.  
 Wedesweiler, H., 108 La Salle.  
 Western States Line, 2 Wells.  
 Western Transit Co., 376 N. Water.  
 Western Transit Co., 138 Jackson Boul.  
 White Star Line, 92 Dearborn.  
 Zinner, Bock & Co., 71 Washington.

**Steamboats and Water Transportation.**—Chicago not only lays her hand upon the traffic of the United States through her enormous mileage of tributary railroads, but during the summer, when the straits are open, she is really a maritime city, just as easy of access as any of the ocean seaports, because of her situation on Lake Michigan, and through the chain of lakes, canals, and the St. Lawrence River, to the ocean. It is only when winter closes the straits of Sault Ste. Marie, that the owners of land transportation routes give freights a little upward boost. But the cost of transportation has always been held down by the carrying capacity of the great water-route.

THE GRAHAM & MORTON TRANSPORTATION COMPANY operates the elegant steamers "Puritan" and "Holland" on the Holland Division, and the steamers "City of Benton Harbor" and "City of Chicago" on the St. Joseph Division, between Chicago and St. Joseph, and Benton Harbor, Mich. A trip on the lake between the points mentioned is something to be remembered with a great deal of pleasure. Steamers

leave Chicago at 9:30 a. m. and 11:30 p. m. daily, including Sunday; 10 a. m. Sunday only; 2 p. m. Saturday only.

**GOODRICH TRANSIT COMPANY.**—The steamships of the line, nine in number, are the largest, finest and handsomest that ply the waters of the Great Lakes. Comfort is the main thing considered on this line. State rooms have all conveniences, and are furnished throughout in the most luxurious style, including running water, electric lights and call bells. Every state room has perfect ventilation.

The popularity of the Goodrich Line has been earned and will be maintained by a first class service in every respect. The steamships of this line are under the careful supervision of competent masters, experienced engineers, and a prudent but progressive management. Names of the steamers: Christopher Columbus, Virginia, City of Racine, Carolina, Sheboygan, Indiana, Iowa, Georgia and Chicago, on which a most enjoyable trip may be had from Chicago to Milwaukee, Grand Haven, Muskegon, White Lake, Mackinac Island, Michigan and Wisconsin summer resorts.

**Stock Exchange.**—Rates of commission are as follows:

"Section 1. Commissions shall be charged, and paid under all circumstances, and upon all transactions, both purchases and sales, or upon contracts for the receipt or delivery of securities. Such commissions shall be calculated in all cases upon the par value of securities, and shall be at the rates hereinafter named; and such rates shall be in each case the lowest commission that may be charged by any member of the Exchange, and shall be absolutely net, and free from all or any rebate, return, discount or allowance in any shape or manner whatsoever, or by any method or arrangement, direct or indirect. And no bonus, percentage or portions of the commissions so estab-

lished shall be given, paid or allowed, directly or indirectly, to any clerk or person for business sought or procured for any member of the Exchange.

"Section 2. On all business for parties not members of the Exchange, including joint account transactions in which a non-member is interested, transactions for

"Section 3. Exceptions to the foregoing rules shall be made in the following stocks:

"On bank stocks and all stocks selling at and over \$200 per share, the commission shall be 25 cents per share.

"On all stocks selling at \$300 per share, the commission shall be 50 cents per share.



STOCK EXCHANGE BUILDING, SOUTHWEST CORNER WASHINGTON AND LA SALLE STREETS.

parties not members of the Exchange and for firms of which the Exchange member or members are special partners only, the commission charge on stocks shall not be less than  $12\frac{1}{2}$  per cent share and on bonds not less than one-eighth of 1 per cent.

"On all stocks selling at or over \$500 per share, the commission shall be one dollar per share.

"Provided that in no case shall the commission on the purchase or sale of either stock or bonds be less than two dollars.

"Section 4. The minimum com-



mission on transactions between the members of the Exchange shall be one-half the above-named rates—except where one member merely buys or sells for another (giving up his principal on the day of the transaction) and does not receive or deliver the stock, in which case the rates shall not be less than two cents per share, provided that in no case shall the commission be less than one dollar.

"The commission upon government bonds shall be one-sixteenth of 1 per cent, upon the par value thereof, except as between members, when the rate shall be one-thirty-second of 1 per cent."

An important feature, besides, was the establishment of a Gratuity Fund, whereby the heirs of each member deceased should receive a gratuity of \$4,000.

**Stock Exchange Building.**—The Stock Exchange Building is located on the southwest corner of La Salle and Washington streets. It is diagonally opposite the City Hall and Court House, and convenient to all transportation lines. The entrances are at La Salle street, and Washington street. This building is specially desirable for lawyers, real estate, insurance, stock brokers, etc.

The building is constructed upon the most modern and approved plan. Thoroughly fireproof, finished throughout in marble, mosaic, oak and mahogany. The walls and ceilings are painted, and no calcimine is used.

There are ten large elevators, equipped with automatic doors and electric signals, insuring safety and speed and furnish superior service. The building is maintained at a high standard. The offices are large and comfortable, having excellent natural light and ventilation. Supplied with hot and cold water. The steam heat is controlled by automatic regulators adjusted to maintain any desirable temperature. The electric light fixtures are placed so as to suit the convenience of tenants.

**Storage.**—Large warehouses, where one can hire rooms, small enough to put in two or three trunks, or large enough to receive the furniture of an entire building, have, of late, been established in every part of Chicago. Besides renting the space for storing articles, the managers of these places will insure them against both fire and robbery, while some will advance money thereon. Ordinarily, the person hiring a room is furnished with a key, which gives him access at all reasonable hours.

**Stratford Hotel.**—On Michigan and Jackson boulevards. Is superbly furnished, finely conducted, and ranks with the most noted hotels in Europe and America.

**Street Car Transfers.**—Any part of the Northwest Side may be reached by Milwaukee avenue or Elston avenue cars and transfer, any part of the North Side may be reached by North Clark street cars and transfer, any part of the West Side by Madison or Twelfth street cars and transfer, and any part of the South Side by Wentworth avenue, State street, Cottage Grove avenue or Indiana avenue cars and transfer, though time may often be saved by the use of other lines.

**Street Cleaning.**—The block system of cleaning streets which has been in vogue in the down town section of the city for several years was introduced in the majority of the other wards and the street cleaner with his push cart is now a familiar sight throughout the city and the streets were never in better condition. This system is very satisfactory, each man being responsible for the number of blocks he is given charge of. The dirt swept up and hauled in the push cart by him and placed in piles and removed by the teams daily.

Forty-eight thousand seven hundred and forty-four and one-third miles of streets and alleys were cleaned, necessitating the removal of 213,487 loads, or 810,687 cubic

yards of street dirt; 606,894 square yards of weeds were cut; 1,184,199 inlets to catch basins were opened and cleaned. The total cost for street and alley cleaning, cutting weeds and opening and cleaning inlets to catch basins, was \$668,650.33.

Thirty-five thousand one hundred and sixty-six loads, or 145,680 cubic yards of snow were removed at a cost of \$49,999.96.

**Street Grades.**—No change will be made in the grades of the down town streets, according to a decision reached by Commissioner of Public Works at a conference with real estate men and engineers of the department. The street car companies have been notified to give two weeks' notice when they intend to make any improvements in the down town district, so that

the engineers can determine the grade of the street on which the work is to be done. It was decided to fix the top of the curb wall at fourteen feet above city datum, and the present paving line of the streets will be varied to fit the conditions existing on each street as it is repaved.

**Street Lightning**—THE CITY IS LIGHTED BY:

Lights, electric.....	8,447
Lights, gas.....	22,735
Lights, gasoline.....	6,729

**Street Obstructions.**—Permits for the obstruction of streets shall be issued by the commissioner of public works and shall be paid for, in proportion to the street frontage occupied, at the rate of two dollars per month for each twenty-five feet of frontage so occupied.

**STREET GUIDE EXPLANATION.**

The publisher of Moran's Dictionary of Chicago expended considerable time and labor in the preparation of a Complete Street Guide, which he intended to make a feature of this work. But he has recently learned that the publication of the guide, as arranged, would soon be obsolete and confusing, because the City Council is at present changing the nomenclature of the streets, and also the numbering of buildings, as will be seen by the following, which is the estimated list of buildings, the number of which will be changed, and the date the notices will be sent out:

DATE.	WARD.	BUILDINGS.
April 15—	1 to 8.....	33,967
May 1—	29 to 33.....	36,909
May 15—	27, 28, 34, 35.....	33,236
June 1—	9 and 14.....	25,354
June 15—	15 to 20.....	20,550
July 1—	21 to 26.....	30,522
Total.....		180,538

In addition to these, 15,000 other changes will have to be made where water bills are sent to consumers at meter rates and 50,000 others which go to real estate agents.

The confusion in street names resulted from the numerous annexations of suburbs. It is hoped the work will be completed in time for the next edition of this publication, in which will appear a complete street guide of Chicago.

# A PEN PICTURE OF CHICAGO STREET SCENES

By the Author, GEO. E. MORAN



If a stranger will stand for one hour on the corner of State and Madison Streets, or at almost any other point in the down-town district, he will obtain information such as no book or any other experience will ever be able to give him. He will see within that hour a ceaseless unending throng, a stream of life made up of thousands of particles, each particle an individuality, and each individual the vortex of life and passion. Some with burdens and some with smiles. Some faces are placid and others are rippling with joy and light, others are dark and deep. All the lights and shades of life are mingled and the rainbow tints of fashion are contrasted with the jagged lines and sombre hues of poverty. Each nationality is there with its characteristics. The Mongolian brown, the African black and the Caucasian white, with intermediate hues which distinguish the people of every district and every land. In this stream of life, this mighty river, this surging sea, humanity is ever pouring. Some like iridescent bubbles, float with time and tide, some ride the foam-capped waves of prosperity, some sink to the undercurrent of life too weak to rise. These are the poor. There are waves with dimpled cheeks that seem to float on air, and side by side are eddies of thought deep and profound. Cascades of passion and rills of pleasure, stagnant pools of corruption and the crystal waters of Christianity make up the stream that onward flows—where? Perhaps into the mighty gulf for an endless Eternity.

Now view the channel with its banks of buildings and ragged skylines. It seems like a Gulch of life in a canyon of masonry. The architectural triumphs of centuries line the way, and from the towering heights, through flashing glass, thousands of eyes peer out with customary indifference on the scene below. From out these commercial hives come little rills that catch the flood and hurry on. Intersected here and there are branching streets with their streams of life.

On they come and in they pour, swelling the flood with the fragments of humanity. A chaotic mass and yet each particle with an object and a purpose. Millions, millions figure in the brains of some; golden dreams and gilt-edged schemes, politics, principles and patriotism animate the minds of others. Love illuminates the face and quickens the step of many, while despair, misery and death are indicated in the pale, wan cheek, the hollow eye and feeble step of others. Croesus rides in his carriage and flaunts his plumage in the face of penury and want. Youth jostles age, and poverty has set a blister on the face of her so fair and yet so frail.

The scene shifts; 'tis night, a myriad of lights twinkle until, in the distance, the streets look like ribbons of fire. Between the lines of flame the crowd flows on and on. The electric glare bathes the face with a ghastly sheen, while night, with her stand of stars, looks down, calm, peaceful and serene. From hour to hour the stream lessens, the surging crowd has dwindled away. Some have entered the mansions of the rich, some have gone to happy homes where affectionate children greet their coming and all is peace and joy, others to hovels where squalor meets the eye and foul odors smirch the air. Among those who linger on the street, some are homeless and have no place to rest their weary limbs, others are there with purposes dark and devilish. Yes, 'tis night, Chicago slumbers, and on the morrow each from his cot will rise to join the throng and fight the battle of life, until the message comes from on high that will summons them all to other business in the great and unknown Beyond.



**Street Railway Franchises.**—Ordinances passed by City Council February 4, 1907; vetoed by the mayor and passed over veto February 11, 1907; approved by people on referendum vote April 2, 1907.

The salient features are as follows:

System to be reconstructed and rehabilitated within three years.

City to supervise rehabilitation through board of three engineers.

Life of grant not to extend in any event beyond February 1, 1927.

City to receive 55 per cent and companies 45 per cent of the net profits from the operation of the roads.

Twenty-one through routes specified and provision made for others.

Fares for adults to be five cents for continuous trips in one general direction within the present or future city limits.

Transfers to be given to all connecting points on and to all lines except in section on South Side between Twelfth street and the river.

Motive power to cars to be electricity applied by the overhead or underground trolley system.

Cars to be of the latest and most approved pattern and to be kept clean and warm and well lighted.

Cars to be operated singly after one year.

Companies to pay \$5,000,000 toward the construction of subways in the down town section at the city's option.

City given the right to purchase the property of both the present great systems at any time upon giving six months' notice.

Agreed value of Union Traction Company's property June 30, 1906, \$29,000,000, and of the Chicago City Railway Company's property at same date, \$21,000,000. The purchase price for the city is to be the aggregate of these two sums, with the value of work done and property acquired between the date named and the date of the passage of the ordinance and the cost of rehabilitation and extension added.

## STREET RAILWAYS.

**Chicago City Railway Company.**—Offices, First National Bank Bldg.

**ARCHER AVENUE LINE**—From Lake and State Sts., south on State St. to Archer Ave., southwest to 38th St. (McKinley Park), west to Central Park Ave., 6 miles. Cars every 5 minutes. Night cars every 30 minutes from 12:45 to 5:12 a. m. from Washington and Clark Sts.

**ARCHER AVENUE LIMITS LINE**—From Lake and State Sts. south on State St. to Archer Ave., southwest to S. 48th Ave., connecting with the Chicago & Joliet Electric Line, 8½ miles. First car leaves Lake and State Sts. 5:28 a. m., last car 11:53 p. m. Cars every 12 minutes.

**ASHLAND AVENUE LINE**—From Lake St. south on State to Archer Ave., southwest to Ashland Ave., south to 69th St., 9 miles. Cars every 10 minutes. Night cars every 30 minutes from Pitney Ct., 1:15 to 4:45 a. m.

**FIFTY-FIRST STREET LINE**—From 51st and Wood Sts., east to Grand Blvd., 2¾ miles. First car leaves 51st and Wood Sts. at 5:45 a. m. Last car 12:41 a. m. Cars every 6½ minutes.

**FIFTY-NINTH AND SIXTY-FIRST STREET LINES**—From Washington Ave. and 61st St. west to State St., north to 59th St., west to South Leavitt St., 5 miles. First car leaves 61st St. and Washington Ave. at 5:37 a. m. Last car 1:35 a. m. Cars every 6½ minutes.

**FORTY-THIRD AND ROOT STREET LINE**—From the Stock Yards east on Root St. to State St., south to 43d St., east to I. C. R. R., 3 miles. Cars every 5 minutes. Night cars every 15 minutes from 12:06 to 4:50 a. m.

**FORTY-SEVENTH STREET LINE**—From Lake Ave. (I. C. R. R.) to Kedzie Ave., 6 miles. Cars every 6 minutes. Night cars every 15 minutes from 12:08 to 5:08 a. m.

**HALSTED STREET LINE**—From Washington and Clark Sts., south on Clark St. to Archer Ave., west

on Archer Ave. to Halsted St., south to 79th St., 9 miles. Also from O'Neil St., south on Halsted St. to 79th St., 5 miles. Cars every 5 minutes. Night cars every 15 minutes from 12:50 to 5:40 a. m.

**INDIANA AVENUE LINE**—From Randolph St. and Wabash Ave., south on Wabash Ave. to 18th St., east to Indiana Ave., south to 51st St., east to Grand Blvd. (Washington Park),  $5\frac{3}{4}$  miles. Cars every 5 minutes. Night cars every 15 minutes from 12:50 to 5:30 a. m.

**KEDZIE AVENUE LINE**—From Lake and State Sts., south to Archer Ave., southwest to 38th St. (McKinley Park), west on 38th St. to Kedzie Ave., south to 63d St., west to Central Park Ave. (Chicago Lawn). First car leaves State and Lake Sts. at 6:23 a. m. Last car 12:00 p. m.

**SIXTY-NINTH STREET LINE**—From Leavitt and 69th Sts., east to Keefe Ave., northeast to Rhodes Ave., north to 68th St., east to Cottage Grove Ave. Night cars every 30 minutes. First car from Cottage Grove Ave. 5:24 a. m. Last car 12:49 a. m.

**SIXTY-THIRD STREET LINE**—From 63d St. and Stony Island Ave. west to Robey St.,  $4\frac{1}{2}$  miles. Cars every 4 minutes. Night cars every 15 minutes.

**SIXTY-THIRD STREET EXTENSION CHICAGO LAWN, CLEARING AND JOLIET DIVISION**—From 63d St. and Ashland Ave. west to Chicago Lawn,  $2\frac{1}{2}$  miles. First car leaves 63d St. and Ashland Ave. at 5:15 a. m. Last car at 2:15 a. m. Cars every 15 minutes.

**TO CLEARING**—First car leaves 63d St. and Ashland Ave. at 5:30 a. m. Last car at 12:30 a. m. Cars every hour.

**JOLIET DIVISION**—From 63d St. and Ashland Ave. west to 48th Ave. (city limits), north to Archer Ave., connecting with the Chicago & Joliet Electric Railway. First car leaves 63d St. and Ashland Ave. at 6 a. m. Last car at 11 p. m. Cars every hour.

**STATE STREET LINE**—From Lake

St. south on State St. and Vincennes road to 73d St.,  $8\frac{1}{4}$  miles. Cars every 3 minutes. Night cars every 20 minutes from 1:20 to 5:20 a. m.

**THIRTY-FIRST STREET LINE**—From Archer Ave. and Pitney Court, east to Lake Ave. (I. C. R. R.), 3 miles. Cars every 5 minutes. Night cars every 15 minutes from 12:00 m. to 5:00 a. m.

**THIRTY-FIFTH STREET LINE**—From California Ave. east to Cottage Grove Ave.,  $4\frac{1}{2}$  miles. Cars every 5 minutes. Night cars every 30 minutes from 11:56 to 4:56 a. m.

**THIRTY-NINTH STREET LINE**—From Cottage Grove Ave. west to Halsted St., south to Root St., west to the Stock Yards,  $2\frac{1}{2}$  miles. Cars every six minutes. Night cars every 30 minutes from 12:28 to 4:35 a. m.

**TWENTY-SIXTH STREET LINE**—From Halsted St. east to Cottage Grove Ave. and 26th St. at 5:28 a. m. Last car 12:28 a. m. Cars every 7 minutes.

**WABASH AVENUE AND COTTAGE GROVE AVENUE LINE**—Oakwoods Division, Washington Park and Midway Plaisance: From Randolph St. south on Wabash Ave. to 22d St., east to Cottage Grove Ave., south to Grand Crossing,  $9\frac{1}{4}$  miles. Jackson Park Division: From Randolph St. south on Wabash Ave. to 22d St., east to Cottage Grove Ave., south to 55th St. and Washington Park, east to Lake Ave., 7 miles. Last car to 39th St. only at 1:28 a. m. Cars every 3 minutes. Night cars every 30 minutes from 12:00 m. to 5:28 a. m.

**WALLACE STREET AND CENTRE AVENUE LINE**—From State and Lake Sts., south on State St. to Archer Ave., southwest to Canal St., south to 29th St., west to Wallace St., south to Root St., west to Halsted St., south to 47th St., west to Centre Ave., south to 75th St.,  $8\frac{3}{4}$  miles. Cars every 5 minutes. Night cars every 30 minutes from 3:45 to 5:27 a. m.

**WENTWORTH AVENUE AND AUBURN PARK LINE**—From Washington and

Clark Sts., south on Clark St. to Archer Ave., west to Wentworth Ave., south to 79th St., west to Halsted St., 10 miles. Cars every 2½ minutes. Night cars every 15 minutes from 12:30 to 5:24 a. m.

**WESTERN AVENUE LINE**—From Archer Ave., south on Western Ave. to 71st St., 4¼ miles. First car leaves Archer and Western Aves. at 5:00 a. m. Last car 12:39 a. m. Cars every 18 minutes.

**Chicago Railways Company.**—Main office: North Clark and Division Sts.

**ARMITAGE AVENUE LINE**—From State and Madison Sts., north on State St. to Washington, west to Desplaines, north to Milwaukee Ave., northwest on Milwaukee Ave. to Armitage Ave., north to Fifth Ave., 6 miles. Cars every 6 minutes.

**ASHLAND AVENUE LINE**—From Lincoln and Wrightwood Aves., northwest on Lincoln Ave. to Belmont Ave., north on N. Ashland Ave. to Graceland Ave., 2 miles. First car leaves Lincoln and Wrightwood Aves. 5:22 a. m. Last car 12:49 a. m. Cars every 10 minutes.

**BLUE ISLAND AVENUE LINE**—From Dearborn and Adams Sts. west on Adams St. to Fifth Ave., south to Harrison St., west to Blue Island Ave., southwest to 26th St., west to S. 40th Ave., 5 miles. Cars every 5 minutes. Night cars every 50 minutes from 12:40 to 5:05 a. m.

**ASHLAND AVENUE AND PAULINA STREET LINE**—From Clybourn Pl. and Wood St., east on Clybourn Pl. to Ashland Ave., south on Ashland Ave. to Lake St., west on Lake St. to Paulina St., south on Paulina St. to 12th St., east on 12th St. to Ashland Ave., south on Ashland Ave. to 22d st., 4½ miles. Cars every 5 minutes. Night cars every hour from 12 m. to 4:30 a. m.

**CANALPORT AVENUE AND TWENTY-FIRST STREET LINE**—From Madison and Dearborn Sts., south to Adams St., west on Adams to Clinton St., south to Harrison, east to Canal

St., south to Canalport Ave., south-west to Halsted, south on Halsted to 21st, then west to Douglas Blvd.

**CHICAGO AVENUE LINE**—From N. Clark St. and Chicago Ave., west on Chicago Ave. to N. California Ave., north to Humboldt Park, 3½ miles. First car Leaves N. Clark St. and Chicago Ave. 5:44 a. m. Last car 12:20 a. m. Cars every 5 minutes.

**CLARK STREET AND DEVON AVENUE LINE**—From Monroe and Dearborn Sts., north on Dearborn to Randolph, west to Clark St., north to Devon avenue, 8½ miles. Cars every 5 minutes.

**CLARK STREET AND EVANSTON AVENUE LINE**—From Monroe and Dearborn Sts., north on Dearborn St. to Randolph St., west to Clark St., north to Devon Ave., 8½ miles. Cars every 5 minutes.

**Struggle for Food.**—The careful student of history does not need to be told that securing a plentiful supply of food has been the most strenuous problem man has been called upon to solve. In primitive times the struggle for foods resulted in tribal wars; a revolt of the hungered brought on the French Revolution; without food even so great a genius as Napoleon with his mighty army to do his bidding, stood helpless upon the charred ramparts of Moscow.

**Studios.**—There are about 500 professional artists in Chicago, and the majority of these have handsome, and many magnificent studios. On the seventh floor of the Athenæum Building are a number of excellent studios, fitted up for the use of the Society of Artists. In the Studio Building, corner of Ohio and North State street, are the studios of several very prominent artists; and there are other studios in the Lakeside Building.

**Sub-Treasury.**—The Chicago branch of the United States Treasury does an immense business. The receipts for the fiscal year ending June 30, 1908, were \$434,671,902, and



the disbursements were \$431,681,002. Total cash business, \$866,352,904.

Receipts for the fiscal year ending June 30, 1907, were \$346,977,199. Disbursements for the same period were \$341,005,551. From the foregoing figures it will be seen that the increase in cash receipts for the fiscal year ending June 30, 1908, over the year previous was \$87,694,703 and the increase in disbursements was \$90,675,451. These moneys were received from various sources and are principally Customs, Internal Revenue and Postal receipts. The disbursements cover almost every class of accounts for which the United States Government pays the cash. The moneys disbursed for Pension account alone amounted to \$18,858,000.

**Suburbs of Chicago.**—How to reach them.

**AUBURN PARK**—9 miles, C. & E. I., C., R., I. & P. Ry., Wentworth Av. electric.

**AUSTIN**—6½ miles, C. & N. W., W. Madison St. electric to 40th St., thence electric, Lake St. elevated.

**BLUE ISLAND**—16 miles, C., R. I. & P.; electric from 63rd and S. Park Av.

**BRIGHTON PARK**—5 miles, C. & A.; Archer Av. car.

**CHICAGO LAWN**—10 miles, Chicago & Grand Trunk; electric west of Irving Park Blvd.

**CHICAGO RIDGE**—16 miles, Wabash R. R. Jct. of the Chicago Terminal R. R.

**CUMMINGS**—12½ miles, New York, Chicago & St. Louis.

**DUNNING**—12 miles, C., M. & St. P. (County Farm); electric west of Irving Park Blvd.

**EDGEWATER**—7½ miles, Evanston Division C., M. & St. P.

**ENGLEWOOD**—6½ miles, L. S. & M. S.; C. & E. I.; State St. electric; electric on Wentworth.

**EVANSTON**—12 miles, C. & N. W.; C., M. & St. P.; electric on North Clark St. and Evanston Av.

**FT. SHERIDAN**—28 miles, C. & N. W., and electric.

**GLENCOE**—19 miles, Chicago & North Western.

**GRAND CROSSING**—9½ miles, Ill.

Cent.; L. S. & M. S.; Pittsburg & Ft. Wayne.

**GROSSDALE**—12 miles, Chicago, Burlington & Quincy.

**HAMMOND**—25 miles; Monon Route; Mich. Cent.; C. & E. I.; electric on 63rd St. and Madison Av.

**HARLEM**—10 miles, C., B. & Q.; Metropolitan Elevated.

**HAWTHORNE**—8½ miles, C., B. & Q.; Metropolitan Elevated.

**HEGEWISCH**—17 miles, Chicago & Erie.

**HIGHLAND PARK**—23 miles, Chicago & North Western.

**HYDE PARK**—7 miles, Ill. Cent.; Cottage Grove electric; South Side Elevated.

**IRONDALE**—17 miles, Chicago, Rock Island & Pacific.

**IRVING PARK**—6½ miles, C. & N. W.; electric on Irving Park Blvd.

**KENSINGTON**—14½ miles, Illinois Central.

**KENWOOD**—5¼ miles, Illinois Central; Cottage Grove electric.

**LA GRANGE**—15 miles, Chicago, Burlington & Quincy.

**LAKE BLUFF**—30 miles, Chicago & North Western.

**LAKE FOREST**—28 miles, Chicago & North Western.

**LAKE VIEW**—4 miles, North Chicago electric.

**LAWNDALE**—6 3-6 miles, Chicago, Burlington & Quincy.

**MAYWOOD**—10½ miles, C. & N. W.; Madison St. electric to 40th Av.; thence electric.

**MONT CLARE**—6 miles, C., M. & St. P., Elgin Branch.

**MORGAN PARK**—13 miles, C., R. I. & P.; electric on 63rd st. and S. Park Ave.

**MORTON PARK**—6½ miles, Chicago, Burlington & Quincy.

**NORMAL PARK**—7 miles, C. & E. I.; State St. electric; electric on Wentworth Av.

**NORWOOD PARK**—10½ miles, Chicago & North Western.

**OAK PARK**—8½ miles, C. & N. W.; W. Madison St. electric to 40th Av., thence electric; Lake St. elevated.

**PARK MANOR**—8 miles, P. & Ft. W.; State St. electric; electric on 63rd, and S. Park Av.

**PULLMAN**—10 miles, Ill. Cent.

PARK RIDGE—13 miles, C. & N. W.; electric on 40th St. west.

RAVENSWOOD—6 miles, C. & N. W.; N. Clark St.; Northwestern Elevated.

RIVER FOREST—11 miles, Wisconsin Central.

RIVERSIDE—12½ miles, Chicago, Burlington & Quincy.

ROGERS PARK—9 miles, C. & N. W.; electric on North Clark.

SOUTH CHICAGO—12 miles, Illinois Central.

UNION STOCK YARDS—5 miles, State St. electric to Root and transfer to cross town line; electric on Wentworth.

WASHINGTON HEIGHTS—12 miles, C., R. I. & P.; electric 63rd St. and S. Park.

WHITING—22 miles, L. S. & M. S.; Pittsburg & Ft. Wayne.

WILMETTE—14 miles, Chicago & North Western.

WINNETKA—16 miles, Chicago & North Western.

**Suicide Bureau.**—It will undoubtedly be startling information for most people to learn that there is a suicide bureau in Chicago, a place where despondents are taken and registered. Yet this is true, and heart-breaking stories are recorded on the books of the bureau, which is operated in connection with the Salvation Army.

There are two divisions in the bureau, one each for women and men. A glance at the books in both places discloses some very interesting, as well as appalling, facts. The male records show that the majority of despondents entered are married men with families, while the female record shows just the opposite.

A man, for instance, becomes despondent from two causes in the main. He either has ruined his life by drink or has failed to fulfill the promise of support given his wife at the time of his marriage because of lack of work. The last has been the principal reason registered on the books during the past year.

With the women it is different. Very seldom is found a woman on

whom a number of children are dependent for life, education and a prosperous future, committing suicide. She has the motherly instinct, an instinct unknown to man. She seldom ends her life while in her right senses, for well she knows that such an act would leave her children to the "tender mercies" of an unsympathetic world, or the temper of a step-mother. Therefore, you find very few married women with families voluntarily ending their lives or threatening to do so.

Most of the women despondents, registered at the bureau are girls who have been led astray, and after living a life of vice and shame, and losing their attractiveness, find themselves undesirable. Then, again, there are the young mothers deserted by their husbands.

The suicide bureau was opened by the Salvation Army when the financial panic struck Chicago in October, 1907. The men's division shows that 268 men have been taken care of up to January this year, and 35 since the first of January. The books in the women's division show 52 despondents up to January, and 103 since the first of the year.

The despondents come from all parts of the city. They are picked up in the courts, lodging houses, saloons, pawnshops and various other places where discouraged people generally seek refuge or aid. They are watched by the slum workers, and at the first sign of despondency or suspicious action they are escorted to the bureau, where proper care is taken of them and the discouraged feeling leaves them, when they are aided in every way and put in a sanitarium or whatever place the condition of the case requires. The names of the despondents are entered in the majority of cases. The winter months furnish the record for suicide.

**Summer Gardens.**—Closely entwined with Chicago's growth and manners are many customs that did not come over in the "Mayflower,"

and in tracing their origin we find them of decided Teutonic color. Among these is the German's habit of seeking the public parks, with his entire family on Sunday.

**Swimming Events.**—Full information regarding this sport will be obtained from the Chicago Athletic Club, 125 Michigan avenue, Y. M. C. A., 153 La Salle street, New Illinois Athletic Club, 145 Michigan avenue.

**Tablets to Show Court Houses.**—Two bronze tablets containing six raised pictures of Cook county court houses, from the first to the twin court house and city hall,

employed, the result being workmanship of the highest grade.

The styles, cutting and workmanship displayed in the product of the Chicago tailor to the trade have done much to advance the interest of that industry here within the past five years. Volumes might be written upon the details of this branch of the great clothing enterprise, upon which the success of the industry as a whole so much depends. The superior work done by the fraternity here is evidenced by the growing demand for their output, a demand that has been increasing by leaps and bounds, and

**SWIMMING POOLS IN CHICAGO.**  
**Dimensions and Equipment.**

	Dimensions, Feet.	DEPTHS		EQUIPMENT			
		Maximum.	Minimum	Dressing Booths	Shower Baths.	Spring Boards.	Diving Towers.
MARK WHITE SQUARE.....	65.5x107	9 feet	3 feet	192	10	2	1
ARMOUR SQUARE.....	50 x 88	8 ft. 6 in.	3 feet	90	8	2	1
CORNELL SQUARE.....	76 x 60	9 feet	2 ft. 6 in.	85	8	2	1
DAVIS SQUARE.....	70 x100	8 ft. 6 in.	3 feet	125	8	2	1
RUSSELL SQUARE.....	45 x 86	9 feet	3 feet..	.....	10	2	1
SHERMAN PARK.....	80 x150	9 feet	2 ft. 9 in.	209	20	2	1
OGDEN PARK.....	80 x150	9 feet	2 ft. 6 in.	224	10	2	1
BESSEMER PARK.....	94 x140	9 ft. 6 in.	2 feet	133	16	2	1
PALMEN PARK.....	92 x140	9 feet	2 ft. 6 in.	228	12	2	1
McKINLEY PARK.....	34,800sq.ft.	8 feet	0	206	16	3	.....
CALUMET PARK.....	Lake Michigan Beach	.....	.....	100	.....	.....	Raft

NOTE—About 50,000 Bathing Suits and 72,000 Towels are available for the free use of the public.

which will be completed in 1910, were set in place on the ground floor of the county building. One of the tablets was placed near the foot of the stairway on the south side of the main corridor, and the other in a corresponding position on the north side.

**Tailors to the Trade Numerous.**—The tailors to the trade industry in Chicago is growing to stupendous proportions. There are scores of these establishments, the combined output of which exceeds \$30,-000,000 annually. These enterprises are conducted along liberal lines, and eminently skilled workmen are

which has placed this industry among the most important of the commercial enterprises that contribute to the industrial supremacy of Chicago.

In the manufacture of sporting goods, such as baseball supplies, suits, baseballs, mitts and the thousand and one articles constantly in demand by athletes, gymnasiums, etc., Chicago stands in the front rank. Many of the best known sporting goods concerns in the world are located here, and the volume of their business each year is enormous. That this increased tory treatment of customers, fair business is the result of satisfac-



prices and excellent quality of the commodities offered for sale is generally recognized.

**Taxicabs.**—Chicago also is becoming addicted to the taxicab habit and new companies are springing up at the rate of about one a month. The problem now is to get the machines for the service, it being an easy matter to secure the patronage. Weeding out the small fry, each of which has only one or two cars in its garage, there probably are six or seven concerns which have well established services. These probably employ 100 rigs, of which about seventy-five have taximeter attachments, by which the tariff is recorded automatically, designed to prevent disputes between the drivers and their "fares." Some complaint has been made regarding exorbitant charges on some of these lines, but it has been discovered that in most cases this has been caused by fitting the taximeter instrument so that it works from the rear wheel. It is said that when the device is operated from the front wheel the reading generally is accurate. Nearly every taxicab concern in town now sets the "taxis" in this way.

**Tax Van.**—One of the personal property tax delinquents who was visited by a deputy collector and his capacious "tax van," used unbecoming and untruthful language. He said his 1908 taxes were not due, and that the attempt to collect them was a "hold-up." The tax was due the day the collector got the tax books. As regards the method of collection, the revenue law says that if any person, company, or corporation shall refuse to pay personal property taxes "when demanded it shall be the duty of the collector to levy the same, together with the costs and other charges that may accrue, by distress and sale of the personal property of the person, company, or corporation who ought to pay the same." If no personal property can be found the real estate of the delinquent, if

he have any, can be sold after judgment to satisfy the claims against him.

Many persons have evaded payment of personal taxes by getting a judge to enjoin collection. Judges, while protecting the rights of individuals, should not permit the interest of the public to suffer. The schools, the city, the county which pays the judges their salaries, are entitled to the prompt collection of every dollar that is due them. When a judge is applied to by a tax fighter for an injunction he should make the case a subject of immediate inquiry and refuse to allow it to drag along for months or years. Peremptory orders should also be given to the legal representatives of the county board to insist on the immediate hearing and disposal of all applications for injunctions in tax cases.

**Teachers' Salaries Raised.**—Every principal and teacher in the Chicago high schools, every elementary school teacher, every teacher of manual training and household arts, and every teacher of physical culture was given a raise in salary by the board of education. The increases which are the largest in the recent history of the schools, range from \$50 to \$300 a year of each individual and are in effect from January 1, 1909.

The board also voted a flat increase of \$200 a year to heads of departments, instructors in the Chicago Normal school, teachers of music and drawing in the elementary schools, the director of the normal extensions department, and the director and assistant in the child study department. The high school principals received a uniform increase of the same amount.

Following closely on the general salary raise given the elementary school teachers a year ago, and the raise for elementary principals which has just gone into effect, this last action of the board was received by the trustees themselves as a striking commentary on the

stewardship of the present administration.

Only the office employes now remain at their old salary schedules and the finance committee announced that a change in this direction may be expected soon.

For the high school teachers, the change in salary schedule involves the abolishment of the present "third promotional group," a change for which the teachers have been working for two years.

The figures, according to the new schedule, are as follows:

First Group.		Fourth .... \$2,000	
First .....	\$1,700	Fifth .....	2,100
Second .....	1,800		
Third .....	1,900		
Second Group.			
First .....	\$1,090	Fifth .....	\$1,400
Second .....	1,100	Sixth .....	1,500
Third .....	1,200	Seventh ...	1,600
Fourth .....	1,300		

For the present year a "bonus" of \$50 in addition to the regular increases will be paid to all high school teachers and teachers of manual training, physical culture, and household arts.

### Teachers' Societies.—Chicago

Oral Teachers' Club.  
Chicago Principals' Club, 824 West Jackson boulevard.  
Chicago Teachers' Club, 403 West Sixty-fourth street.  
Chicago Teachers' Federation, 444, 79 Dearborn street.  
Cook County Teachers' Association.

**Teamsters' Complaint.**—"If the women would keep on going when they start to cross the street there wouldn't be any more congestion. If it wasn't for the women the teamsters would seldom get into trouble with the police. But what are you going to do when a woman starts across the street, just as if she meant to go on the other side, and you start to drive behind her, only to have her stop and look up at you as if you were some monster come to earth for the particular purpose of running over her, and then run back directly onto the wagon pole? Say, if the team-

sters waited for the women to make up their minds whether to cross the street or not, there wouldn't be very many wheels turned."

**Telegraph Companies.**—American District Telegraph, 159 La Salle street.

Chicago & Milwaukee Telegraph Company, 278 La Salle street.

Cleveland Telegraph Company, 14 Board of Trade building.

Gold & Stock Telegraph Company, 145 Van Buren street.

Illinois District Telegraph Company, 38 Jackson boulevard.

Postal Telegraph Cable Company, Rialto building.

Union Electric Telegraph Company, 88 La Salle street.

Western Union Telegraph Company, 146 Jackson boulevard.

### TELEGRAPH RATES FROM CHICAGO.

Cost (in cents) for ten words and each additional word to the places named:

City.	Day.	Night.
Albany, N. Y. ....	50 3	40 3
Albuquerque, N. M. ....	75 5	60 4
Arizona points. ....	75 5	75 5
Atchison, Kan. ....	40 3	30 2
Atlanta, Ga. ....	50 3	40 3
Austin, Tex. ....	60 4	50 3
Baltimore, Md. ....	50 3	40 3
Bangor, Me. ....	60 4	50 3
Battle Creek, Mich. ....	25 2	25 1
Bay City, Mich. ....	35 2	25 1
Birmingham, Ala. ....	50 3	40 3
Bloomington, Ill. ....	25 2	25 1
Boston, Mass. ....	50 3	40 3
Buffalo, N. Y. ....	40 3	30 2
Butte, Mont. ....	75 5	60 4
Chattanooga, Tenn. ....	50 3	40 3
Cheyenne, Wyo. ....	60 4	50 3
Cincinnati, O. ....	35 2	25 1
Cleveland, O. ....	35 2	25 1
Columbia, S. C. ....	60 4	50 3
Columbus, O. ....	35 2	25 1
Davenport, Iowa ....	30 2	25 1
Denver, Colo. ....	60 4	50 3
Des Moines, Iowa ....	40 3	30 2
Detroit, Mich. ....	30 2	25 1
Duluth, Minn. ....	40 3	30 2
Fargo, N. D. ....	60 4	50 3
Fort Worth, Tex. ....	60 4	50 3
Grand Rapids, Mich. ....	25 2	25 1
Helena, Mont. ....	75 5	60 4
Hot Springs, Ark. ....	50 3	40 3
Idaho points ....	75 5	75 5
Indianapolis, Ind. ....	25 2	25 1
Jacksonville, Fla. ....	60 4	50 3
Kansas City, Mo. ....	40 3	30 2
Lexington, Ky. ....	35 2	25 1
Lincoln, Neb. ....	50 3	40 3
Little Rock, Ark. ....	50 3	40 2
Los Angeles, Cal. ....	75 5	75 5

City.	Day.	Night.
Louisville, Ky. ....	35 2	25 1
Madison, Wis. ....	25 2	25 1
Memphis, Tenn. ....	50 3	40 3
Milwaukee, Wis. ....	25 2	25 1
Minneapolis, Minn. ....	35 2	25 1
Nashville, Tenn. ....	40 3	30 2
New Brunswick points. 60	4	50 3
New Haven, Conn. ....	50 3	40 3
New Orleans, La. ....	60 4	50 3
New York City. ....	50 3	40 3
Nova Scotia points. ....	60 4	50 3
Oklahoma points ....	60 4	50 3
Omaha, Neb. ....	40 3	30 2
Ontario, Can. ....	75 5	60 4
Parsons, Kan. ....	50 3	40 3
Peoria, Ill. ....	25 2	25 1
Philadelphia, Pa. ....	50 3	40 3
Pittsburg, Pa. ....	40 3	30 2
Portland, Me. ....	60 4	50 3
Portland, Ore. ....	75 5	75 5
Raleigh, N. C. ....	60 4	50 3
Richmond, Va. ....	50 3	40 3
St. Louis, Mo. ....	35 2	25 1
St. Paul, Minn. ....	35 2	25 1
Salt Lake City. ....	75 5	60 4
San Francisco, Cal. ....	75 5	75 5
Seattle, Wash. ....	75 5	75 5
Sioux Falls, S. D. ....	60 4	50 3
Springfield, Ill. ....	25 2	25 1
Tacoma, Wash. ....	75 5	75 5
Toledo, O. ....	30 2	25 1
Trenton, N. J. ....	50 3	40 3
Vancouver, B. C. ....	75 5	75 5
Vicksburg, Miss. ....	60 4	50 3
Virginia City, Nev. ....	75 5	75 5
Washington, D. C. ....	45 3	40 3
Wheeling, W. Va. ....	40 3	30 2
Wilmington, Del. ....	50 3	40 3

#### Alaska Territory.

City.	Day.	Night.
Eagle City (Ft. Egbert) ....	\$3.55 33	\$3.55 33
Juneau ....	\$2.35 21	\$2.35 21
Nome ....	\$4.55 43	\$4.55 43
Seward ....	\$3.15 29	\$3.15 29
St. Michael. ....	\$4.05 38	\$4.05 38
Sitka ....	\$2.15 19	\$2.15 19
Skagway ....	\$2.65 24	\$2.65 24
Valdez ....	\$3.15 29	\$3.15 29

To 239 other places (all on connecting lines, 215-19 to 455-43 day, 215-19 to 455-43 night.

**Temperance Temple.**—The Woman's Temperance Temple is one of the notable buildings of Chicago. It is located on the southwest corner of La Salle and Monroe streets. It is a steel, fireproof building, the first two stories being faced with a rich, dark red granite, and the remaining stories, to the cornice, with a fine pressed brick, made to order, of a new and corresponding tint. The architecture is described as French Gothic. The architectural effect of the whole design is exceedingly temple-like.

**Tenement Houses.**—A tenement house in Chicago is defined by law as: "Every house, building, or portion thereof, which is rented, leased, let, or hired out to be occupied as the home, or residence, of more than three families, living independently of one another, and doing their cooking on the premises; or by more than two families upon a floor, so living, and cooking, but having a common right in the halls, stairways, yards, water-closets, or some of them." The special laws relating to them provide for a fire-escape for each separate family, for the proper ventilation of sleeping-apartments and halls, and for many other things necessary to cleanliness and health. The law has done some good, but still there are many tenement houses in the city that should not be allowed to exist.

**That New Disease.**—A new phase of pneumonia has attracted the attention of the Chicago health department recently. It attacks the nose and throat in a manner similar to diphtheria. It is not a new disease, but its nature and effects are becoming more fully recognized by physicians.

While there is no more danger of an epidemic of this disease than there is of pneumonia, if ordinary precautions are taken, the number of cases of this affliction daily reported to the health department has exceeded the record of other years.

"Cultures" taken daily in the city laboratory have shown the presence of this germ in remarkable numbers. The health department records show a large number of "cultures" analyzed as "pneumococcus."

The spread of the disease is due to the fact that physicians have been misled often in their early treatment. The germs generate in the tonsils as diphtheria does. Formerly it was diagnosed as diphtheria by many physicians. It is contagious and dangerous.

The disease starts often through wet feet, or some similar cause. Its



symptoms are chills, headaches, fever, and sore throat. Gangrene of the nostrils sets in, and at that sign the danger point is reached.

**The Albany Hotel.**—Located at the southwest corner Fifth avenue and Randolph street. A new European plan hotel. Every room has steam heat and large clothes closet. One of the most centrally located hotels in the city, and exceedingly convenient to the temporary offices of the City Hall.

### THEATERS IN CHICAGO.

ACADEMY—83 Halsted St.  
 ALHAMBRA—State St. and Archer Av.  
 AUDITORIUM—Congress St. and Wabash Av.  
 BIJOU—167 Halsted St.  
 BUSH TEMPLE—249 Chicago Av.  
 CALUMET—9206 South Chicago Av.  
 CHICAGO OPERA HOUSE—118 Washington St.  
 COLISEUM—Wabash Av., near 16th St.  
 COLLEGE—Webster and Sheffield Aves.  
 COLONIAL—79 Randolph St.  
 COLUMBUS—1840 Wabash Av.  
 CRITERION—276 Sedgwick St.  
 EMPIRE—144 West Madison St.  
 EUSON—42 North Clark St.  
 FOLLY—337 State St.  
 GARDEN—Wabash Av and Peck Pl.  
 GARRICK—107 Randolph St.  
 GRAND OPERA HOUSE—87 Clark St.  
 GREAT NORTHERN—20 Quincy St.  
 HAYMARKET—167 West Madison St.  
 HEGEWISCH OPERA HOUSE—13305 Erie Av.  
 HOWARD—1070 Lincoln Av.  
 HYDE PARK—5500 Lake Av.  
 ILLINOIS—20 Jackson Blvd.  
 INTERNATIONAL—401 Wabash Av.  
 LA SALLE—137 Madison St.  
 LYCEUM—3851 Cottage Grove Av.  
 MAJESTIC—71 Monroe St.  
 MARLOWE—Stewart Av. and W. 63d St.  
 McVICKER'S—78 Madison St.  
 NATIONAL—6235 South Halsted St.  
 OLYMPIC—53 Clark St.  
 ORCHESTRA HALL—165 Michigan Av.  
 ORPHEUM—174 State St.  
 PEKIN—2700 State St.  
 PEOPLE'S—Van Buren and Leavitt Sts.  
 POWERS—140 Randolph St.  
 PRINCESS—253-263 Clark St.  
 STAR—1115 Milwaukee Av.  
 STAR AND GARTER—196-198 W. Madison St.  
 STUDEBAKER—203 Michigan Av.  
 SWANSON—3863 Cottage Grove Av.  
 THIRTY-FIRST STREET—77 31st St.  
 TROCADERO—294 State St.  
 VAUDETTE—910 West 63d St.  
 VIRGINIA—Halsted and W. Madison Sts.  
 WHITNEY—17 Van Buren St.  
 April 1st, 1909, there were 340 5-cent theaters in Chicago.

**Theatrical Producing Center.**—With its unexampled facilities for making grand productions of every description, it is not surprising that Chicago should be a great theatri-

cal market. Many of the best known plays and spectacles known to the theater-going public were first presented in Chicago and during the current year many more will be made.

Chicago is the headquarters for the largest vaudeville interests in the United States and the main booking offices for the field of burlesque are located here. There are scores of theatrical agents who provide traveling organizations with time at theaters in all parts of the country. It is estimated that more than 200 traveling theatrical companies enter upon their road careers each season from Chicago. All of these companies, or "road shows," are outfitted here and thousands of dollars are annually spent with costumers, wig makers, and dealers in theatrical supplies, scenery, etc. Employment in these lines is given to thousands of persons.

### Theater Seat Prices, Etc.

#### AUDITORIUM.

Wabash avenue and Congress street. Matinees Sunday, Wednesday and Saturday. Prices, 25, 50, 75c. Evening prices, 25, 50, 75c and \$1.00.

#### AMERICAN MUSIC HALL.

Formerly the Garden Theater. Prices—Evenings, 50, 75c, \$1.00. Daily matinees, 25 to 50c.

#### CHICAGO OPERA HOUSE.

Clark and Washington streets. Matinees Wednesday and Saturday. Prices, 25c to \$1.50. Wednesday matinees, 25c to \$1.00.

#### COLONIAL THEATER.

Randolph street, near State street. Evenings at 8:15. Matinees Wednesday and Saturday. Prices, 25, 50, \$1.50.

#### GARRICK THEATER.

Randolph street, west of Dearborn street. Matinees Wednesday and Saturday. Prices, 50c to \$1.50.

#### GRAND OPERA HOUSE.

Clark street, opposite court house. Matinee Saturday. Prices, 50c to \$2.

#### GREAT NORTHERN THEATER.

Jackson boulevard near Dearborn

street. Prices, 25, 50, 75c. Matinee Sunday, Wednesday and Saturday.

#### ILLINOIS THEATER.

Jackson boulevard, between Wabash and Michigan avenues. Prices, 50c to \$2.00. Matinee Saturday.

#### LA SALLE THEATER.

Madison near Clark street. Matinees Tuesday, Thursday and Saturday. Prices, 25c to \$1.00.

#### MAJESTIC THEATER.

Monroe street, near State street. Prices, 15, 25, 50, 75c.

#### M'VICKER'S THEATER.

Madison street, near State street. Prices, 25, 50, 75c, \$1. Matinees Wednesday and Saturday.

#### POWERS THEATER.

Randolph street, opposite City hall. Prices—Evening, 50c to \$2. Wednesday matinees, 50c to \$1.50. Matinees Wednesday and Saturday.

#### PRINCESS THEATER.

Clark street, near Jackson boulevard. Matinee Wednesday and Saturday. Prices, 50c to \$1.50.

#### STUDEBAKER THEATER.

Michigan avenue near Van Buren street. Prices 50c to \$1.50. Matinee Wednesday.

#### WHITNEY OPERA HOUSE.

Van Buren street between Michigan and Wabash avenues. Prices—Evenings and Saturday matinees, 50c to \$1.50; Tuesday and Thursday matinees, 50c to \$1.00.

**The Loop.**—The Loop extends from Harrison street on the south to the Chicago river on the north, and from the South Branch of the river on the west to Grant Park on the east.

**Thieves.**—In Chicago make up in industry what they lack in numbers and only the most unrelaxed watchfulness and care will suffice to protect you from the pickpocket, the hotel thief, the burglar, or, most annoying and ubiquitous of all, the sneak thief. Highway robbery is of comparatively rare occurrence, and the victims are usually belated diners-out much the worse for wine. Good bolts and bars in plenty

will help to keep the burglar on the wrong side of the door; but watchfulness is an indispensable adjunct since the skill and ingenuity of the professional "cracksman" exceed those of the most accomplished locksmith or safemaker. Sneak-thieves usually obtain admittance to houses by making some plausible excuse and left alone in the hallway by the servant while she seeks an answer to their queries, they are off with all the hats, coats and other portable articles within reach before her return. They are always on the watch for a street door which is not protected by a chain and bolt, and are not infrequently in league with ostensible beggars who examine and report upon the fashioning of bolts and bars, or note their absence.

It is a good rule never to leave one's hat or coat in a hallway. A rule worth observing is never to deliver money or clothing upon a message from some member of the household, delivered by a stranger, as this is a common trick with sneak-thieves.

**Thomas Orchestra.**—The Theodore Thomas Orchestra has its home in the Orchestra Hall, at Michigan avenue, between Jackson boulevard and Adams street. It was erected in 1904 by the people of Chicago as an endowment for the orchestra.

The Thomas Orchestra is second to none of its kind in the United States. It was organized in 1891 by Theodore Thomas and conducted by him until his death in 1905.

**Tracy.**—This beautiful suburb is only forty minutes' ride from the city, by the Rock Island road. It lies about one hundred feet above Lake Michigan, on a ridge crowned with fine oaks, has perfect drainage, pure spring water, and the best of society.

**Trade Center.**—The geographical location of Chicago, which makes it the natural distributing point for a territory containing more than 30,000,000 people, is primarily re-

sponsible not only for the tremendous growth of its commerce within the past thirty years, but for the proud position Chicago now occupies, that of being the financial base for more than two-thirds of the inhabitants of the United States. In the stability of its banks, the weighty influence upon the farming community of its Board of Trade and in the solidity of its strong insurance enterprises, Chicago stands firmly entrenched as a financial center whose power and usefulness increases with each passing year and whose dimensions in the days to come no man may now forecast.

While the bank clearings for last year were \$283,832,927 less than the figures of the preceding year, they were vastly in excess of those of other former years. This was due wholly to the financial depression which reflected not only upon all industries, but upon the banks as well. The comparative decrease was on a diminishing scale, and in November and December, 1908, the clearings increased so largely that the total for the year was brought fairly close to the record figures of 1907. The total clearings for 1908 amounted to \$11,853,814,943. While those of the preceding year aggregated \$12,087,647,870. The net increase last year in the bank clearings was 1.93 per cent.

The record of the Board of Trade clearing house last year showed a decrease in speculative trade as compared with the remarkably active year of 1907. The balances amounted to \$26,667,724, as against \$34,895,227 for the preceding year.

**Traits of the Native Chicagoan.**—The native of Chicago is not the lean, sad, intense, subjective Yankee, nor the dilatory, fat, demonstrative dullard of the Susquehanna on the Hudson Valley; but he is always florid, plethoric, laborious, well-fed, jolly and complacent. A driving worker in daylight, a good sleeper of night, open, loquacious, communicative, generous, and gregarious. He is prone to do

things in partnership, and loves to promote his particular trade, however small, by a show of promoting the city at large. If even he can not "see it," he is unwilling to have the fact suspected for the honor of commercially glorifying the city, is something in which the humblest Chicagoan desires to have a share. Not in prolix disquisition and droning precept, but in practical habit of thought and work, he comprehends division of labor, mutual dependence, and co-operation of effort. Whatever he has to do, he must first try the expediency of the idea by framing it into a co-operative plan. If it will not hold water on the joint stock principle, he accepts that proof of its unsoundness, and invents something else that will. Let this propensity stand on its own exalted footing. It has had an illustrative test. It is this, brought to settled habit long before the great fire, which accounts for the possibility of the following fact, viz.: That a visitor to Chicago now, who had no knowledge of the place, would refuse to believe that a conflagration in 1871 had destroyed the greater part of the city which existed at that time.

The habits of the genuine Chicagoan are characteristic. He dines at noon, whether he is a banker or laborer, and eats three hearty meals a day; but not to collide with eastern ways too directly, he calls his supper "dinner," and his dinner "lunch." The latter, if possible, he takes at a public house, during a period of ten minutes. He invariably wears a mustache, generally shaves his chin, gloves his hands only on dress occasions, keeps the sidewalk in business hours, unless to ride a mile, owns his horse and buggy or automobile for other times, if his income at all exceeds his subsistence; is a literary client of a daily paper; will forgive anything but diluted affectation; values his pastor for his energy and success; will apologize for profanity in his presence by swearing that he had never been so provoked in his



life; and either expressly or tacitly connects with all manner of speech, an indication that he "means business."

The Chicago man is intensely proud of his city, and receives unfavorable criticisms of the lakeside metropolis with an amiable smile and a quick volley of comparisons, all to the advantage of Chicago. If told that his city is dirty, he replies that the town hustles ahead with too much attention to its pressing business demands to have time for minor details. If told that the lake water is unhealthy he points proudly to Chicago's low death rate, a marvel among statistics of mortality. If the local architecture is criticised he asserts that the variety of buildings seen in the city shows the versatility, progressiveness and freedom from fossilized convention of the builders. He is always eager to laud the great men of the city. While giving credit to the great captains of industry reared in other cities, he always has an unshakable idea that the eastern or western or foreign capitalists and business leader never lived who could down members of our Board of Trade. The rich Chicagoan, his fortune once acquired, always thinks Wall street would be an easy prey, and, as a rule, it is, the Chicagoan generally returning with the wool of the shorn New York lambs. This calm belief in his own power and the might of other Chicago chiefs is a conspicuous trait of the Chicago man, and, perhaps, is the main reason why he is so successful.

**Tree Protection.**—The campaign for tree planting and tree protection is started. An organization of Chicago citizens has been formed to carry it on, and that organization has appointed an executive committee to work over plans and methods. It has also adopted resolutions that are indicative of a determination to get results. One of them emphasizes the need of caring for trees that are already set out, proposes that the duty of at-

tending to them shall be placed with the special park commission and recommends that "an item should be included in the appropriation bill sufficient to enable that commission to employ a city forester to carry out that duty."

**Trespassing on Tracks.**—Nearly 1,500 trespassers have been killed by the Pennsylvania road in the last two years. The figures for 1908 show 657 people killed and 791 injured. In 1907 the number killed was 822. The statement covers the conditions on but one of the large railroad systems in the country. If the total of such deaths were to be reported it probably would bring astonishment.

The railroad men are much interested in checking this slaughter of human beings. Not much of it is justly placed against the account of the roads. The tramps and other trespassers have no right to be on the tracks. Warning signs are unheeded by them. People walk right past such indications of danger. They do not respect the rights of corporate property. They cross railroad bridges. They tramp along the track. They sit down to rest on tie or rail. They try to catch rides on moving trains. They risk their lives by truck riding. No matter how dangerous a situation may be nor how plainly the indication of such danger is stated, some one is ready to take the chance. The result is an average of two killings a day for two years.

The railroads are sharply condemned when accident comes because of the carelessness of employees or the condition of the equipment. They deserve encouragement and support when, as in this matter, they seek effective means of reducing the number of fatalities for which the real blame rests elsewhere.

**Truancy.**—The following are a few of the reasons given by children for non-attendance or irregular attendance at Chicago schools: "Must take care of baby." "Has

no shoes." "Carries washing for mother." "Does the family wash." "Had toothache." "Not enough clothes for cold weather." "Could not buy books." "Goes out organ grinding." "Must carry mother's sewing to the shop." "Mother dead; father sick." "Has sore eyes." "Mother in hospital; must do the housework."

These miscellaneous causes may be grouped under a few heads, as follows:

Indifference of parents, the children being deliberately kept home for trivial or improper reasons.

Ignorance of the law, often combined with extreme poverty.

Illness of child.

Illness or death in the family.

Lack of clothing or of books.

Religious holiday.

Willful truancy.

Incorrigibles.

#### **Tunnel System Under Streets.—**

The birth of the Chicago Tunnel system was in the brain of Albert G. Wheeler, to whom all the credit for the great work is due.

Most of the sixty miles of tunnels are six feet wide and seven and a half feet high, the roof forming an arch. There are, however, what are known as trunk tunnels, which are about twelve feet high and from ten to fourteen feet wide. In fixing the size of the tunnels the City Council took into consideration that they must be made high and wide enough for a man to work comfortably, and with not only ample space for the suspension of the telephone wires to the roof and side walls, but also room for the future growth of the system. It was stipulated that the tunnels were to be about forty feet underground, and this plan has been followed, thus bringing the tops of the tunnels about thirty-three feet below the street level. By placing the tunnels at this depth the sewers, water and other pipes which fill up the city's streets were all avoided, and then there was also left ample room above the tops of the tunnels for the construction of a subway

system for the street car traffic of the city in case it was ever determined to build one. The tunnel company cannot carry passengers through its bores, under its franchise.

The dirt from the tunnel has been utilized for the formation of nineteen additional acres to the city's park system, and what will be ultimately one of Chicago's most beautiful breathing spots has been thus wrested from the lake without one cent of expense to the park authorities. The average fill on the lake front has been forty feet in depth, and this would have cost the park board at least \$600,000 if it had been obliged to fill it in.

Except for a small section, the sixty miles of tunnels are now completed. They are connected with the depots and freight yards of all the railroads entering Chicago, with the United States postoffice building and the various passenger stations, and with a number of the greatest mercantile establishments. The transportation of the mails in the city has been conducted by the tunnel company now for over a year and a half. In this work the tunnel company employs 66 electric motors and 115 cars. During 1907 these electric trains made 333,060 trips with mail through the tunnels to various railway stations, transporting 10,659,567 bags, packages and pouches of mail. Its record for this tremendous service was 99.51 per cent perfect.

In the construction of the tunnels the company has gone under the river fourteen times. Its lines now reach from Armour avenue and Archer avenue on the south to Chicago avenue and Kingsbury street on the north, and on the west to Green street. The equipment consists of 250 motors and 2,500 cars, and this is being added to as needed. The tunnels have a complete drainage system with numerous lavatories for the convenience of the hundreds of employees. There is a telephone on every block, and

the movements of trains are directed entirely by telephone.

**Turners.**—There are several "Turnvereins" or Turners' societies in Chicago; all in a flourishing condition, and with a large and steadily increasing membership. The German inhabitants are particularly fond of the Turnverein, and other nationalities are beginning to evince interest in similar athletic societies.

**Union Club.**—On the North Side, at Dearborn avenue and Washington Park place, own and occupy a clubhouse whose massive construction, original design, and model interior is a triumph of architectural splendor.

**Union League Club.**—Occupies one of the handsomest buildings in the city. Architecturally, it is a grand pile. Its interior, of course, is on a scale of elegance commensurate with the wealth and taste of its members, who are gentlemen of prominence in the community. The location is central, being just opposite the south end of the Custom House. The club was organized in 1879.

**Union Park.**—The park is laid out with walks and drives in all manner of pretty shapes; the center is occupied by a pond in the shape of three partially formed circles, which at a point is spanned by a handsome stone bridge, and at the north end a rustic bridge and grotto underneath leads out to a diminutive island. It is a favorite haunt of promenaders and driving parties. On the northeast corner of the park stand the headquarters of the West Park Board. During the year the finishing touches have been put in Union Park by the planting of additional shrubs and trees and the creation of flower beds.

Application was made by the Carter H. Harrison Memorial Association for the location of a bronze statue to the Municipal Art Commission and approved by the West Chicago Park Commissioners.

This monument was approved by the Municipal Art Commission both as to its appropriateness of subject and its artistic execution by the sculptor. It was publicly tendered to the West Chicago Park Commissioners on June 29, 1907, and accepted by the board. It seems indeed fitting that this splendid bronze of Carter H. Harrison should be placed in Union Park, one of the oldest and most beautiful of the small parks in the west side of the city of Chicago, but a few squares distant from the old Harrison homestead on Ashland and Jackson boulevards, where for so many years Carter H. Harrison lived, and where in the fullness of his powers occurred his sad and tragic death.

**Union Park Congregational Church.**—Located on the corner of Ashland avenue and Washington boulevard, just opposite the west side of Union Park. It is one of the largest churches in the city.

**United States Life Saving Station.**—There are three life-saving stations in Chicago, one about seven miles south in Jackson Park, one at mouth of the Chicago river, near the foot of Randolph street, and one at the southern end of the city at Ninetieth street. Motor life-saving boats have been provided for these stations, together with the usual equipment of ordinary surf boats.

**United States Marine Hospital.**—Receives all American seamen free, and others upon payment of a small sum. Their building and grounds are six miles from the City Hall on the lake shore, north.

**United States Pension Agency.**—Room 706, Federal building. Pensions are payable quarterly—July 4, October 4, January 4, and April 4. During the fiscal year ended June 30, 1907, there were 75,099 pensioners on the rolls at the Chicago agency. The total amount of money disbursed was \$10,730,607.87.

There are three boards of medical examiners connected with the

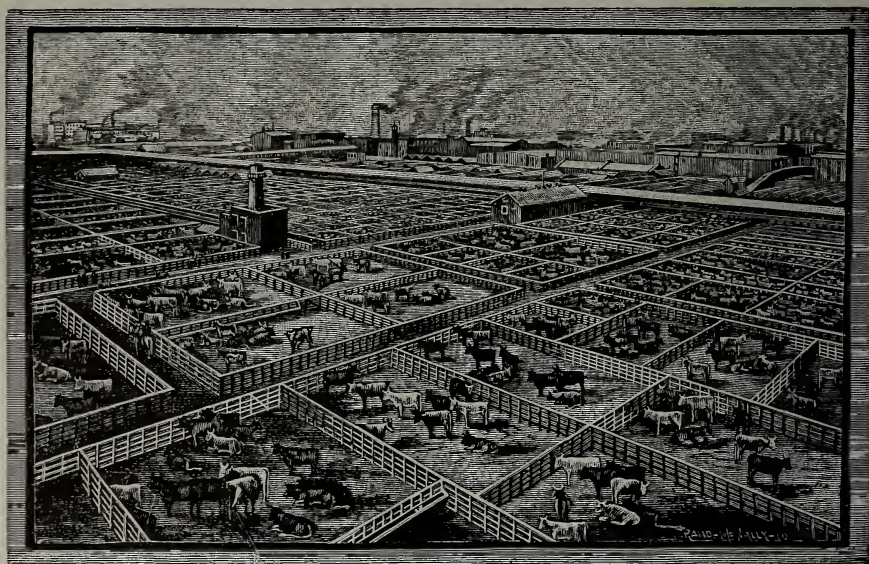


agency. These meet in room 777, Federal building, at 10 a. m. on each day except Sunday. The special examiners of the pension bureau have their office in the same room.

**Union Stock Yards.**—Today the greatest institution in Chicago is her correlated live stock and meat-packing industry, located at the Union Stock Yards. The combined transactions of this great market in live animals and meat products and by-products exceed the sum of \$600,000,000 annually, and give a

day, this being the daily record of actual receipts, and the packing-house district, familiarly known as "Packingtown," which consists of a nearly equal territory covered with immense brick buildings devoted to the slaughter and manufacture of animals as "raw materials" for finished commercial products.

In the one district are concentrated daily many thousands of cattle, hogs, sheep and horses from nearly every state in the Union, while in the other district the many



UNION STOCK YARDS, NEAR FORTIETH AND HALSTED STREETS.

tremendous impetus and powerful support to Chicago's transportation, banking and commerce.

Outside of those who directly patronize as sellers of live animals or as buyers of animals or meat products, very few people are able to discriminate between the Union Stock Yards proper, which consists of nearly 500 acres of pens, buildings and facilities for receiving, handling, feeding, watering, selling, weighing and delivering from 25,000 to 150,000 or more animals per

products and by-products of slaughter are prepared and distributed to nearly all parts of the world. Each of these districts and the management there represented is entirely independent of the other district and the interests there in control, except that they are mutually dependent upon each other as customers, the live stock market looking largely to "Packingtown," while it looks to the stock yards as the source for its daily supplies of animals as "raw materials."

There is as much difference between the live stock interests and the packing interests as there is between wheat raising and flour making, as much difference between the Stock Yards and Packingtown as there is between a farm and a factory. The transactions of one district are entirely distinct and of a different nature from those of the other district, the deals in one being with producers or their agents, called commission men, as sellers of live animals, while in the other the transactions are those of manufacturing plants with wholesale and retail buyers of meats to be distributed to consumers, and with manufacturers in other lines who purchase animal by-products prepared for their use.

The Union Stock Yards proper is a great live stock hotel and market, owned and operated by the Union Stock Yards & Transit Company of Chicago, and independent corporation chartered by the state of Illinois. This company furnishes the site, pens, buildings, and all necessary facilities for the transaction of an immense live stock-business, but is not itself interested in the transactions on the market. It will neither buy nor sell live stock.

All sales are made by owners of the live stock or commission men acting as their agents, to the packers, eastern shippers and exporters, and to stockmen for feeding purposes. This district is neither owned nor controlled by the packers, nor by any other element dealing on the market, all its facilities, including the weighing, etc., being operated by the disinterested corporation named above.

The producers, country shippers and commission men on the one hand, and the packers, eastern shippers, exporters and other buyers on the other, are patrons of the market, and trade with each other.

To give an idea of the magnitude of the transactions in the live stock district or Stock Yards of Chicago, it may be stated that there are re-

ceived and sold on this market throughout the year a daily average of over 1,000 carloads of live stock of an average value exceeding \$1,000 per carload, or an average of more than \$1,000,000 worth of animals disposed of every business day of the year on this one market alone. The amount of these transactions is practically duplicated daily in "Packingtown" in the payment of wages and other expenses of manufacture and in the returns received from the sales of products.

In the business of the Union Stock Yards proper and Packingtown together, over 40,000 men were employed, and fully a fifth of Chicago's population get their living directly and indirectly from the activities centered within and dependent upon this wonderful square mile.

In forty-three years since the Yards were established there have been received:

Cattle .....	87,854,114
Calves .....	4,948,305
Hogs .....	255,053,208
Sheep .....	83,905,895
Horses .....	2,402,556

Total .....434,164,078

Valuation of receipts for forty-three years, \$7,915,009,503.

The shipments of all kinds of stock from the Yards during forty-three years were 130,047,985 animals, making the grand total handled by the Union Stock Yards since its establishment, 564,212,063 head.

No such figures could have been produced by any other business nor at any other market in the world. They are stupendous—almost too great for comprehension. Yet, when it is remembered that every dollar indicated represents an actual delivery of living property, the valuation being of receipts only, no fictitious sales being possible in the live stock trade and no duplicate sales being shown, their tremendous significance becomes still more apparent.

Such enormous totals would have

been impossible unless the Chicago market were best for both sellers and buyers—for both producers and consumers. Those figures demonstrate the wisdom of the plan and methods upon which this great live stock emporium was established, all sales being for cash and followed by immediate delivery of the property sold. Chicago's immense patronage tells a story of general satisfaction.

The wonderful productiveness of the vast agricultural empire surrounding Chicago, her fortunate location, her unequaled commercial facilities, and the remarkable enterprise, tireless energy and wise foresight of her citizens have made her not only the greatest market in history, but also the coming greatest manufacturing center of the western hemisphere, whose manufactures are already estimated at \$1,300,000,000 annually, and the output of her meat packing establishments alone being close to \$390,000,000.

It is difficult to measure Chicago's unparalleled advantages, the magnitude of her resources and achievements and the important bearing which her interests have upon the welfare of the nation. It may not be credited, but it is a fact, nevertheless, that were the activities of this great center of trade and industry to abruptly cease there would be such a break in the supplies of the world that many business enterprises would be crippled; indeed, hunger in many cases would for some time follow.

In the realms of fiction there is no story more strange and interesting than the plain recital of the growth and commercial development of Chicago. Within the space of a human life—a mere breath of the world's existence—a waste of swamp land has been transformed into a great and handsome metropolis, the influence of which reaches to the farthestmost parts of the earth.

**University of Chicago.**—World-wide extension of the university

idea, the carrying out of the principles of the new education into all parts of the globe, has come to be recognized as one of the foremost functions of great institutions of learning. The ideal university, covering every field of thought, with trained investigators in every land, has been brought a step nearer realization.

The University of Chicago has set a new pace in spreading this gospel of education. Of late years representatives of the university have circled the earth in almost every direction in quest of scientific facts, and their journeys in out-of-the-way spots have contributed enormously to science and art. The research work of the Chicago professors has been an important factor in ranking the university with the few greatest centers of learning of the world.

Through the wise giving of those who have turned their wealth into educational channels the university has been enabled to send educators of international reputation into foreign lands, always with a partial view to the inter-relations of the countries visited and the United States.

The first University of Chicago closed its work in 1886. Within a few months thereafter Mr. John D. Rockefeller took into consideration the founding of a new institution of learning in that city. In the fall of 1888 he conferred with Professor William R. Harper in regard to it, and finally entered into communication on the subject with Rev. F. T. Gates, secretary of the American Baptist Education Society. In December, 1888, Mr. Gates brought the matter before the Board of Society, which approved the effort to establish a well-equipped institution in Chicago, and instructed the secretary to use every means in his power to originate and encourage such a movement. At the annual meeting of the Education Society, held in Boston in May, 1889, the society formally resolved "to take imme-



diate steps toward the founding of a well-equipped college in the city of Chicago." To make it possible to carry out this purpose, Mr. Rockefeller at once made a subscription of \$600,000 June 1, 1890. This condition was fulfilled.

The annual meeting of the Education Society in June, 1890, was held in Chicago, and the board of the society adopted articles of incorporation and a charter for the new institution. On September 10 of the same year the University was incorporated.

The incorporators named in the charter were John D. Rockefeller,

elected president; and he entered on the duties of his office July 1, 1891.

On July 11, 1891, the executors and trustees of the estate of William B. Ogden designated to the University 70 per cent of that portion of the estate devoted by will to benevolent purposes. It is expected that more than half a million dollars will be realized from this designation for "The Ogden (Graduate) School of Science of the University of Chicago."

The University began the erection of its first buildings on November 26, 1891. The doors of the



TOWER GROUP, UNIVERSITY OF CHICAGO.

E. Nelson Blake, Marshall Field, Fred T. Gates, Francis E. Hinckley, and Thomas W. Goodspeed. The name of the corporation in law is "The University of Chicago." In recognition of the peculiar relation of Mr. Rockefeller to the institution, the Board of Trustees has enacted that on the seal, letter heads, and all official publications of the University the title shall read: "The University of Chicago, founded by John D. Rockefeller."

At the first meeting of the board after its incorporation in September, 1890, Professor William Rainey Harper, of Yale University, was

University were opened to students and the work of instruction began October 1, 1892. The only buildings then ready for occupancy were Cobb Lecture Hall and the Graduate and Divinity dormitories.

Mr. Rockefeller's original contribution was soon followed by another of \$1,000,000, which provided for the establishment of an academy at Morgan Park and the union of the Baptist Union Theological Seminary with the University as its divinity school. Other gifts followed, and on January 2, 1908, they had reached a total for all purposes of over \$23,000,000.

December 14, 1895, Miss Helen Culver, of Chicago, presented to the University property valued at \$1,000,000, "the whole gift to be devoted to the increase and spread of knowledge within the field of the biological sciences."

At the convocation held March 10, 1901, the president announced that the Chicago Institute, founded by Mrs. Emmons Blaine, was to become a school of the University, to be known as the University of Chicago School of Education; that the South Side Academy was to become one of the secondary schools of the University, and that this school and the Chicago Manual Training School would be connected with the University School of Education, the two combined preparatory schools to be named the University High School.

With the beginning of the academic year 1901-2 the University instituted instruction in the first two years of a medical course. A medical faculty was appointed and the Freshman and Sophomore classes of Rush Medical College were transferred to the University.

In the spring of 1902 the board of trustees determined on the organization of a law school, the work of instruction to begin in October, 1902.

The annual enrollment of students in the college and graduate classes has been as follows:

1892-3.....	698	1900-1.....	3,520
1893-4.....	920	1901-2.....	4,450
1894-5.....	1,347	1902-3.....	4,463
1895-6.....	1,815	1903-4.....	4,580
1896-7.....	1,880	1904-5.....	4,598
1897-8.....	2,307	1905-6.....	5,079
1898-9.....	2,959	1906-7.....	5,070
1899-0.....	3,183		

On January 10, 1906, the University suffered an incalculable loss in the death of President William Rainey Harper, who had served through fourteen and a half years. On the death of President Harper, Harry Pratt Judson was appointed acting president of the University, and on February 20, 1907, he was elected president.

The University is organized into

five distinct divisions: I, Schools and Colleges; II, Extensions; III, Libraries, Laboratories and Museums; IV, Press; V, Relations; VI, Physical Culture and Athletics.

The schools at present organized are: The Graduate School of Arts and Literature, the Ogden (Graduate) School of Science, the Divinity School, the Law School, the Medical Courses (in co-operation with Rush Medical College), and the School of Education.

The colleges at present organized are: The College of Arts, of Literature, of Science, of Philosophy, of Commerce and Administration; the College of Education; University College; the College of Religious and Social Science. The College of Education is the professional department of the School of Education, of which the University High School and the University Elementary School are also parts.

The extension division directs, by lectures and correspondence courses, the work of students who are unable to attend the exercises held at the University.

Under the third division are included the general library and all department libraries, the general museums and all special museums.

The Press Division has charge of all printing and publication for the University, and of the purchase and distribution of books and supplies.

The Division of University Relations is charged with the supervision of matters pertaining to the institutions in affiliation or co-operation with the University.

The Division of Physical Culture and Athletics is charged with the provision of required courses in physical culture and the direction of athletics.

#### Buildings and Grounds—

- 1 Cobb Lecture Hall.
- 2 North Hall.
- 3 Middle Divinity Hall.
- 4 South Divinity Hall.
- 5 Snell Room.
- 6 Walker (Geological) Museum.

- 7 Beecher Hall.
- 8 Foster Hall.
- 9 Kelly Hall.
- 10 Kent Chemical Laboratory.
- 11 Ryerson Physical Laboratory.
- 12 The President's House.
- 13 Haskell Oriental Museum.
- 14-17 Hull Biological Laboratories:
  - 14 Zoology.
  - 15 Anatomy.
  - 16 Physiology.
  - 17 Botany.
- 18 Green Hall.
- 19 Ellis Hall.
- 20 Hitchcock Hall.
- 21 University Press.
- 22 Power House.
- 23 Mandel Assembly Hall.
- 24 Reynolds Club House.
- 25 Mitchell Tower.
- 26 Hutchinson Hall.
- 27 Bartlett Gymnasium.
- 28 Emmons Blaine Hall.
- 29 Gymnasium of School of Education.
- 30 University High School.
- 31 Law School.
- 32 Classical Languages.
- 33-35 William Rainey Harper Memorial Library.
  - 33 Modern Languages.
  - 34 General Library.
  - 35 Historical Group.
- 36 Philosophy.
- 37 Museum.
- 38 Divinity School.
- 39 Gymnasium.
- 40 Museum.
- 41 Geology and Geography.
- 42 Mathematics.
- 43 Astronomy.
- 44 Students' Observatory.
- 45 Administration Building.
- 46 University Chapel.
- 47 Lecture Hall.
- 48-49 Students' Hall.
- 50 Anatomy and Neurology.
- 51 Physiological Chemistry and Pharmacology.
- 52 Hygiene.
- 53 Marshall Field.
- 54 Lexington Hall.
- 55 Scammon Gardens.
- 56 School of Education Playgrounds.
- 57 Field Museum.

The campus covers 95 acres,

costing \$4,217,553, on which now stands 31 buildings (with others planned for the near future), costing nearly \$5,000,000, and the total of gifts to the University up to June 30, 1908, were \$29,651,859. The number of students during the college year 1907-08 was 3,038, while 541 of this number secured degrees. The number of instructors was 341.

#### University of Chicago Library.—

At the University, 58th St. and Ellis Av. This library contains 478,061 volumes and 170,000 pamphlets. It is primarily for the use of the students at the University, but others may have all the privileges upon the payment of a fee. Properly credited scholars visiting Chicago will receive complimentary cards for a term of four weeks or less upon application. The reading-room is open to all and contains a substation of the Chicago Public Library.

#### Virginia Hotel.—“The Virginia”

is located on the corner of Rush and Ohio streets, and is one of Chicago's high class and fashionable hotels. It is built with the design of affording all the light and air possible. The building throughout is absolutely fireproof, and has 450 rooms. Every traveler who has a chance to stop at the magnificent “Virginia” will find that he has all the comforts of a finely ordered home, and the conveniences of co-operative service, for which hotel living is peculiarly desirable.

#### Visiting Nurse Association.—The

offices are at 70 Dearborn St. In the association are four nurses supported by endowment and twenty by special subscription. During the year 1907 the nurses visited 14,981 patients, 14,155 of these being patients not before called upon. The number of visits made during the year was 99,510, and the total number of nurses employed is seventy-six. Other deeds of charity are also performed, one of these being the giving out of garments for destitute persons. Employment was found for 238 individuals.



The object of the Visiting Nurse Association is for the benefit of those unable to secure skilled assistance in time of illness, and to teach proper care of the sick.

**Wabash Avenue.**—This avenue, lying next east of State St., was long the finest residence thoroughfare in the city, and had the advantage of being early laid out in a style appropriate to a high degree of elegance. The march of improvement, however, fixed a different destiny for it, and the fire of 1871 hastened the change. Many of the homes which still remained such were swept out of existence in the great destruction, and the remainder, lying north of Twenty-second St., were almost without exception invaded by trade during the hurrying weeks which followed. It was at first believed quite generally that Wabash Av. would at once become the favorite seat of the first class retail and wholesale trade; and building commenced very promptly and vigorously to this end. It was soon stayed, however, and the class of business referred to has now settled back in almost its former quarter—the showy stores on State St. and well down town, and the more than substantial ones at the foot of Wabash and Michigan Aves. There they established the foundation of a grand wholesale traffic district, which has extended gradually southward and made Wabash Av. all that it aspired to be.

**Wagons and Carriages.**—Among the miscellaneous industries of Chicago is the manufacture of wagons, carriages and other vehicles, which rank among the foremost in importance. In the manufacture of farm wagons several Chicago firms have achieved fame and wealth. In immense plants, covering acres of ground, vehicles of every description are turned out in amazing quantities annually. The value of the output last year reached \$11,250,000.

**Waldheim Cemetery.**—Located ten miles west of the City Hall.

Take train at the Grand Central depot via Chicago & Northern Pacific Railroad. Funeral train leaves at 12:01 p. m. daily. Here are interred the anarchists executed for connection with the Haymarket bomb throwing on May 4, 1886. (See Haymarket Massacre.)

**Wall Paper Market.**—The largest and most complete stocks of wall paper in the world are to be found in Chicago. Every kind and variety known to the trade, ranging from the "bread and butter" papers to the highest grades, are manufactured in this city. The industry had its inception in Chicago about twenty-five years ago, and the growth of the business was coincident with the growth of Chicago itself into a great emporium of trade.

Practically every manufacturer of wall paper in the country is represented in Chicago.

### Ward Boundaries.

1. Chicago river, 22d St., lake.
2. 22d St., Clark, 26th, Princeton, 32d, Calumet, 33d, lake.
3. 33d St., Calumet, 32d, Parnell, 39th, lake.
4. River, Loomis St., 31st, Centre, 32d Pl., Morgan, 33d, Halsted, 33d, Parnell, 32d, Princeton, 26th, Clark, 22d.
5. River, Illinois and Michigan canal, West 39th, Parnell, 33d, Halsted, 33d, Morgan, 32d Pl., Centre, 31st, Loomis.
6. Hyde Park town line (39th) State, 51st, Cottage Grove, 52d, lake.
7. 52d St., Cottage Grove, 51st, State, 71st, lake.
8. 71st St., Stony Island Av. projected through to the intersection of the east line of Secs. 26 and 35, Township 37, N. R. 14, along said section line to city limits, 138th St., Indiana state line, lake.
9. West 12th, Morgan, 18th, Morgan, river.
10. West 12th. Laffin, river, Morgan, 18th, Morgan.
11. West Taylor, Cypress, 12th,



THE MONTGOMERY WARD & Co. BUILDING,  
CORNER MADISON STREET AND MICHIGAN BOULEVARD.

- Hoyne, Illinois and Michigan canal, Laflin.
12. West 12th, Homan, Ogden, Clifton Park Av., 24th, Central Park Av., Illinois and Michigan canal, Hoyne.
  13. Washington, Homan Kinzie, 40th Av., 12th St., Western.
  14. West Chicago Av., Homan, Washington, Ashland.
  15. North Av., Kedzie, Chicago Av., Ashland, Division, Robey.
  16. West Fullerton, Robey, Division, river.
  17. West Division, Ashland, Kinzie, river.
  18. West Kinzie, Ashland, Madison, Centre, Van Buren, river.
  19. West Van Buren, Loomis, Taylor, Laflin, 12th, river.
  20. Ashland Blvd., Washington, Western, 12th, Cypress, Taylor, Loomis, Van Buren, Centre, Madison.
  21. North Av., Sedgwick, Division, Wells, river, lake.
  22. North Av., river, Wells, Division, Sedgwick.
  23. Fullerton, Halsted, Centre, Racine, Clybourn, river, North Av., lake.
  24. Belmont, river, Clybourn, Racine, Center, Halsted, Fullerton, Racine.
  25. Indiana boundary line, Howard, Ridge Road, Devon, Clark, Irving Park Blvd. (Graceland Av.), Racine, Fullerton, lake.
  26. Howard St. projected, Kedzie projected, Devon projected, Western, Belmont, Racine projected, Irving Park Blvd., Clark, Devon, Ridge.
  27. West Devon, 64th projected, city limits, Bryn Mawr projected, 60th projected, Irving Park Blvd., 72d projected, North Av., Kedzie, Diversey, river, Belmont, Western.
  28. Diversey, Kedzie, North Av., Robey, Fullerton, river.
  29. West 39th St. projected, 48th Av. projected, 55th St., Halsted.
  30. West 39th, Halsted, 55th, State.
  31. West 55th, 48th Av., 87th, Western, 79th, Loomis, 63d, State.
  32. West 63d, Loomis, 79th, Western, 107th, Halsted, 103d, Stewart, 99th, State.
  33. 71st, State, 99th, Stewart, 103d, Halsted, 111th, Peoria, 115th, Ashland, 123d, Halsted, city limits, east line of Secs. 35 and 26, T. 37, N. R. 14, Stony Island Av. projected.
  34. West Kinzie, 46th Av., 39th St. projected, Illinois and Michigan canal, Central Park Av., 24th St., Clifton Park Av., Ogden, Homan, 12th St., 40th Av.
  35. West North Av., Austin Av., 12th, 46th Av., Kinzie, Homan, Chicago, Kedzie.

### Warden's Report of Patients.—

On January 1, 1909, 1,322 patients were in the Cook County Hospital. During the previous month 2,515 were admitted, and during the same time 2,258 were discharged. During the same month 185 died. Daily average number of patients, 1,357.

**Wards.**—Under the general incorporation act of 1875 Chicago was divided into eighteen wards. There are at present thirty-five wards represented in council by two aldermen from each ward.

**Washingtonian Home.**—Located 566 to 572 West Madison St., is a reformatory for inebriates and had its origin with the Good Templar lodges of Cook County.

**Water Pipe System.**—The present water pipe system consists of 2,153 miles of mains, 18,254 stop valves, and 22,127 fire hydrants. Of these quantities there were added during the past year by construction and through purchase of the Rogers Park Water Company's plant, 80 miles of water mains, 830 stop valves and 944 fire hydrants.

Omitting Washington Heights, Norwood Park and Rogers Park, the total pumpage for the year at the various pumping stations is about 165,934,823,150 gallons. This shows an increase pumpage as compared with 1906 of 6,446,440,410 gallons. The cost of pumping 1,000,000 gallons of water one foot high, exclusive of fixed charges, was 3.38



cents in 1907 as compared with 3.78 cents in 1906.

**Water Works System.**—About ten years ago more comprehensive plans for the improvement and enlargement of the water works system of Chicago, which then contained many obsolete and uneconomical parts and features, were commenced.

The work designed comprises four new tunnel systems with intake cribs and pumping stations, about 203 miles of large distributing mains, varying in size from 20 to 36 inches, as well as an entire system of sub-mains to be added as required. Also the renewal and remodeling of several of the old pumping stations, work rendered necessary for an up-to-date economy in operation and to meet ordinary wear, as well as to make the same conform to the more comprehensive system.

Based on plunger displacements of the pumps, and omitting Washington Heights, Norwood Park and Rogers Park, the water pumped during the year was 165,934,823,150 gallons against an average head of 113.74 feet.

Besides special surveys made during the year to determine and reduce the slip in the pumping engines, seven districts of the city of Chicago were surveyed, covering an area of 2,916 acres, extending from Lake Michigan west to Halsted St. and from Lake St. south to 31st St.

This area has a resident population of 145,000. The Loop District, which forms a part of the area surveyed, has a floating population of approximately 700,000.

By means of these surveys it was found that the city supplies the Loop District with about 15,500,000 gallons of water per day, for which it received in revenues \$299,172 per annum (based on 1907 revenue), or a revenue of 5.3 cents per 1,000 gallons.

The other six districts surveyed are furnished with an average daily supply of 37,490,000 gallons, for

which the city received an annual revenue of \$445,037, or a rate of 3.26 cents per 1,000 gallons.

The meter supply of the six districts mentioned was approximately 11,416,000 gallons per day. The revenue derived from this source was \$275,905, or a rate of 6.62 cents per 1,000 gallons, based on 1907 rates.

The unmetered water furnished to these six districts was 26,074,000 gallons per day, for which the city received a revenue of \$169,132 per annum, or 1.77 cents per 1,000 gallons.

**Water Tunnels.**—The daily capacity of Chicago's water tunnel systems is as follows:

	Gallons.
Lake View .....	45,000,000
Two-Mile Tunnel .....	170,000,000
Four-Mile Tunnel .....	95,000,000
Sixty-eighth Street Tunnel.....	105,000,000
Northwest system.....	200,000,000
Total .....	615,000,000

**Waubansee Stone.**—This stone is one of the few relics of the early military post. On one side of its top it bears a carved portrait of the Indian chief Waubansee, who proved himself a friend of the white man. This stone is one of the most interesting relics of the days when Chicago consisted only of Fort Dearborn and a few cabins along the river. It is a granite boulder more than six feet tall and three feet square. About the time of the Civil War Mr. Isaac Arnold, 104 Lincoln Park Blvd., removed the stone to his yard, where it still remains.

**Weather Bureau.**—The weather bureau of the United States department of agriculture publishes daily more than 100,000 weather bulletins, not counting the forecasts in the newspapers. Most of these bulletins are in the form of postal cards printed by postmasters from telegraphic reports and sent by them to outlying towns for display at suitable points. There is also an elaborate system of redistribution by means of telephone and railroads from established

centers. So that there are comparatively few accessible places which do not now receive daily weather forecasts within a very short time after the observers have completed their work. The old system of conveying information about the weather by means of flag displays is also in general use.

A red flag with a black center indicates that a storm of marked violence is expected. The penants displayed with the flags indicate the direction of the wind: Red, easterly (northeast to south); white, westerly (from southwest to north). The pennant above the flag indicates that the wind is expected to blow from the northerly quadrants; below, from southerly quadrants.

By night a red light indicates easterly winds and a white light above a red light westerly winds.

Two red flags with black centers displayed one above the other indicates the expected approach of tropical hurricanes and also of those extremely severe and dangerous storms which occasionally move across the lakes and northern Atlantic coast. Hurricane warnings are not displayed at night.

### Weights and Measures.

	Weights and Measures.
Inspections made .....	105,445
Condemnations .....	2,537
Scales inspected .....	43,080
Scales condemned .....	1,424
Baskets inspected .....	2,174
Measures inspected .....	60,091
Measures condemned .....	1,113
Arrests made .....	414
Fines imposed .....	\$ 9,427.00
Fees collected .....	21,273.95
Expenditures .....	23,440.98

**Wellington Hotel.**—Jackson Blvd. and Wabash Av., Chicago; \$150,000 spent in remodeling and refurbishing. European plan. Visit the Indian Room, Chicago's most beautiful and unique dining place. Wellington Hotel Company.

**West Side.**—The West Side contains all the territory west of the North and South branches of the Chicago river.

**Western Springs.**—Located 15.4 miles from Chicago and has a population of 1,200. This city is a residential suburb of Chicago and has all modern conveniences. There are no factories or other institutions of that kind.

**What Eggs Are Made of.**—The white of an egg is nearly seven-eighths water, the balance being pure albumen. The yolk is slightly less than one-half water. To show how nearly alike the eggs of various domestic fowls are in respect to composition, the following figures are given by the Department of Agriculture:

	Percent—	Water.	Protein.	Fat.
Hen's egg .....	50	16	33	
Duck's egg .....	46	17	36	
Goose egg .....	44	19	36	
Turkey egg .....	48	18	33	

It should be explained that "protein" is the stuff that goes to make muscle and blood. That, of course, is fuel for running the body machine. Thus it will be seen that eggs, though half, or nearly half water, are extremely nutritious, containing all the elements required for the building and support of the human body.

**What is Tuberculosis?**—It is the ever-present scourge of the human race. It is called consumption when the lungs are affected. Taken in all its forms, it is the cause of one-seventh of all deaths. The germs of the disease are most often carried in the sputum of a consumptive and are usually distributed in the form of fine dust that is blown about by the air.

But consumption is a preventable disease. The germs are killed by sunlight and fresh air. In damp, dark places they will live indefinitely. People who live in overcrowded and badly ventilated rooms are especially liable to contract the disease.

**Wheaton.**—Wheaton is 29 miles from Chicago, and has a population of 2,345. A number of handsome public buildings and residences are located here. Wheaton

is also the county seat of Du Page county and is one of the older towns, founded in 1838.

**Where Lake Sailors Go.**—The lumber camps of the north woods offer an inviting field for the winter months, and many hundreds of the men seek these places. The number who can do this, however, grows less with each passing year as the cut of timber in these sections grows smaller. Farm and railroad work generally is light at this season in the northern states, but many of the men are hired by contractors, who send them to distant points for this class of outdoor labor.

The greater proportion of the men, however, spend the winter in the large cities bordering the lakes, and this has a most demoralizing influence on many of them, for as a rule they must live in lodging houses in the downtown districts, and the temptations of the vicinity leave some of them in sorry straits before the spring season begins. Chicago, of course, claims the greater number of the men as a winter harbor, and here they are able to find employment more easily than elsewhere. This city affords a good location for a charitable home or refuge for sailors on the lakes similar to those established so successfully in sea coast cities.

**Where to Eat and Sleep.**—To the hungry or sleepy visitor to Chicago the 369 hotels and 650 restaurants which do a profitable business within its boundaries, offer ample inducement to make Chicago his abiding place for as long a period as his time and purse will permit.

**White City.**—Located on South Park avenue and 63d St. Halsted, Ashland, State or Wentworth street cars, transferring east in 63d St.; South Side Elevated to gates or south-bound cars in Cottage Grove Av.

**White Plague in Chicago.**—Consumption is Chicago's greatest

problem. It means more in dollars and cents than any other problem with which the city is concerning itself. A little is being done to meet the question, and that little is yielding a return, but when one has read of the conditions and then learns what is being done to meet them, he will be appalled by the insufficiency of it—staggered by the immensity of the terror and by the small number of weapons with which to fight it. Fortunately for us, it is not a severe disease, either as a disease of the individual or as a disease of the community, and it can be controlled with surprising ease. But what of the situation?

During the year 1908, 30,545 persons died in Chicago, and the annual death rate of 14.1 for each 1,000 population makes it the fourth lowest in the cities reported. The total deaths by tuberculosis in all forms contributed 3,928, or about one-eighth of the whole number. The tuberculosis death rate for the year was 181 for each 100,000 living people. This is a saving of ten lives in every 100,000 living as compared with the preceding year, but when compared with the average of ten years—1898 to 1907—it is an increase of a little more than two in every 100,000.

Consumption or tuberculosis of the lungs caused 3,345 deaths in 1908. The death rate from consumption was 154 for each 100,000 of population. This is a saving of eleven in each 100,000 living, as compared with 1907, but is exactly the same as the average of the last ten years. Compared with the average of the last twenty years, it is a saving of four in each 100,000 living, compared with fourteen other American cities of 300,000 and over, Chicago stands sixth in the order of the lowest death rate by pulmonary tuberculosis.

The important features of the recently stimulated movement against tuberculosis are as follows:

Better enforcement of the laws pertaining to the control and prevention of tuberculosis. Prevent-



ing overcrowding in homes, workshops, public meeting places, etc.

Providing proper ventilation and light in homes, workshops, public meeting places, public conveyances, etc.

Prosecution of "spitters"—spasmodically, to serve as a warning.

Reporting of living cases of tuberculosis by physicians now required.

An increase of 1,032 per cent in number reported last 14 months as compared with preceding 14 months.

Enactment of new laws. Ordinance providing for tuberculosis tests of cows furnishing milk and cream to the Chicago market.

Ordinance providing for tuberculin test of cows whose milk is used in milk products—butter, cheese, etc.—furnished the Chicago market.

Regulation of cows kept in city. Tuberculin test required.

Milk and cream. New rules regulating the sale and handling of milk and cream in stores, depots, etc.

Milk and cream. Ordinance prohibiting sale of bulk milk and cream in stores where other merchandise is sold.

Meat inspection ordinance. All meat food products to be inspected by department of health or federal meat inspector. (Formerly much meat for local consumption escaped inspection.)

Tenement houses. Ordinance restricting enlargement of tenement houses and other buildings, according to size of lot.

Hospitals. Increased power for regulating, inspecting, etc.

Dispensaries. New ordinance providing for regulation and inspection.

Smoke. New ordinance establishing inspection department on scientific basis.

Gases. New provision for abatement of odors and smoke gases.

Bakeries. New ordinance regulating bakeries. Contains features affecting health of employees.

Contagious diseases. New rules approved by city council regulating contagious diseases. Special section concerning tuberculosis.

Dissemination of knowledge concerning tuberculosis. Special pamphlet on consumption for free public distribution.

Weekly bulletins of department frequently contain advice concerning tuberculosis, reach all physicians, clergymen, school principals, and hundreds of laymen interested in health work.

Street car placards. Advice to public on health matters carried in the usual advertising spaces in street cars and cars of the elevated roads.

Placards for posting in factories, stores, etc.

Lectures. The commissioner and other members of the department of health give on an average of one address each day throughout the fall, winter and spring on health subjects before public and society gatherings.

Provisions for care of consumption:

Dispensaries. Seven free dispensaries are maintained by Chicago Tuberculosis Institute.

Hospitals. Four institutions for the care of consumptives and one new one is under construction.

Cook County Consumptive Hospital at Dunning, just outside the city limits at the northwest (now in operation).

The Edward Sanitarium, which is maintained by the Chicago Tuberculosis Institute at Naperville, Ill. (now in operation).

Those under construction are: Cook County Consumption Hospital, located at Blue Island, just outside the city, at the southwest (not yet in operation).

Chicago - Winfield Tuberculosis Sanitarium, located at Winfield, Ill. Endowed. (Recently opened.)

Other measures employed:

Chicago health department urges advisability of early diagnosis of tuberculosis and furnishes tuberculin free for diagnostic purposes.

Physicians are encouraged to avail themselves of the city's laboratory facilities without cost.

Disinfection of practically all tuberculosis infected premises now being done, 2,577 such premises being disinfected last twelve months, as compared with 919 preceding twelve months.

Recording systems have been adopted for living cases and infected premises. Not the least valuable feature of this recording system is that it enables the Health Department to advise Chicago families moving into new homes to ascertain from the records whether the premises to be occupied have previously been occupied by a consumptive, and if so, was disinfection performed after vacating.

More of open air living encouraged and made possible by creation of new parks and playgrounds.

**White Slave Traffic.**—Secret agents of the United States government are bending every effort to identify and capture the "Big Chief," the man pointed to in twenty federal prosecutions as the head of the international white slave traffic. This man is said to be tall and extremely powerful, with curly reddish hair and beard. He is supposed to be the *deus ex machina* of the well organized criminal conspiracy which, defying state, national and international law, traffics in the young girls from all the nations on the earth.

Girls from American farms, peasant girls from France and Austria, Germany, Sweden, Japan, China and other countries, fall by the thousands into the hands of this organization, and are sold like cattle.

They are robbed by their taskmasters and in the end are fit subjects for the medical clinic and the hospital. Girls bring from \$15 to \$300 in this international mart.

The city of Chicago in its protected vice districts furnished the greater part of the pitiable narrative which was given to the United States agents in their campaign

against the international white slave traffic.

**Wide-Tire Ordinance.**—It shall be unlawful for any person or corporation to transport, haul, drive or lead over the streets of the city any wheeled vehicle unless such vehicle is equipped with flat or straight tires with oval edges of not less than the following widths for the following loads:

	Width, inches.
2,000 pounds.....	1
3,000 pounds.....	2 ½
4,000 pounds.....	2
5,000 pounds.....	2 ½
6,000 pounds.....	3
7,000 pounds.....	3 ½
9,000 pounds.....	4
10,000 pounds.....	5
11,000 pounds.....	5 ½
12,000 pounds.....	6
14,000 pounds.....	6 ½
16,000 pounds.....	7
18,000 pounds.....	7 ½
Over 18,000 pounds.....	8

It is also provided that the weight of the wagon shall not be included in the load.

**Whiting, Ind.**—Whiting is 16.8 miles from Chicago, and has a population of 3,983. The Standard Oil Company, covering many acres, is located here.

**Willard Hall.**—Willard Hall is located in the Temple building at Monroe and La Salle Sts., and is named in honor of the leader of the temperance organization. Noon meetings are held throughout the year and are largely attended by men and women. This hall is located in the center of the main floor of the Temple, and is ornamented with many memorial tablets, where the religious meetings are held.

**Wilmette.**—Wilmette is 14 miles from Chicago, and has a population of 2,300. This town is a residential suburb. It borders on Lake Michigan and is traversed by the Sheridan Road. Wilmette was named after the Indian chief Ouilmette.

**Wooded Island.**—The Cahokie court house is a very interesting feature at the Wooded Island in Jackson Park, known as the oldest

building in the Mississippi Valley. It was built about 1716, and has served under three flags, French, British and American. It was termed "fort" and "garrison" by early French, British and Americans. At different times it was used for both civil and military purposes and is known as the oldest county seat building in the north-west territory.

This old building was first removed from Cahokie for exhibition at the Louisiana Purchase Exposition at St. Louis in 1904, and afterwards was brought to Chicago and placed in Lincoln Park. The building is made of walnut logs set on end, the logs being held together with wooden pins. Within the building are a number of photographs of original documents which relate to its interesting history.

**Wool Growers.**—It is the intention of the National Wool Growers' Association, which controls the bulk of production of the country west of Chicago, to make this city the greatest wool market in the world. Negotiations are now under way for the acquisition of the site for a great warehouse in the southwestern part of the city, on the Chicago river. The land and building will cost approximately \$500,000. It is the intention to ship the bulk of the wool to Chicago and clean and store it.

**Women's Garments.**—Not only in the production of men's and youth's ready-to-wear garments is Chicago famous, but it leads the world in the manufacture of women's garments, including skirts, cloaks, waists, suits, etc. The essential features which have advanced the clothing industry of Chicago to the front rank are style, finish and price. The secret of the Chicago manufacturer's success in his chosen field lies in his ingenuity in adapting fashions to styles of goods, his care in producing a superior article and in creating a garment that the most unskilled purchaser readily recognizes as fully

worth the price asked for it. In this important branch of business Chicago has gained its prestige by producing high grade clothing, made in the most attractive and pleasing styles, and sold at prices that attract the attention of purchasers everywhere. That these are factors in the race for commercial supremacy is evidenced by the fact that the clothing manufacturers of Chicago are constantly enlarging their plants as the demands upon them increase, employing additional operators and in every other way increasing their facilities to meet the growing demands of business.

**Winnetka.**—Located 16.3 miles from Chicago, and has a population of 1,833. This little city faces the lake, and the homes are situated in spacious grounds. Winnetka signifies in the Indian tongue "Beautiful Land," and the name has not been misapplied.

**Window Cleaning.**—The owner or agent of every building hereafter erected in the city of Chicago shall equip each and every window in any such building above the second story thereof, with a suitable device or devices which will permit the cleaning of the exterior of each and every window in such building, above the second story, without danger to the person cleaning such windows, such devices shall be of such pattern and construction as will reasonably answer the purposes for which they are intended. Provided, however, that if the windows are of such size that they may be easily cleaned from the inside they need not be equipped with such devices.

**Windsor-Clifton European Hotel.**—Corner Wabash Av. and Monroe St., Chicago. Centrally located within half a block of State St. and all the big retail department stores, with all principal theaters on every side, all wholesale millinery houses within a block and easy of access to every wholesale house in Chicago.



**Wireless Telegraph.**—Prepaid messages may be accepted for transmission by "Wireless" at "sender's risk" to nearly all of the trans-Atlantic and coastwise ocean steamships and Long Island Sound boats. For list of boats which are equipped with wireless apparatus and for rates, apply at any Telegraph office.

**Workshop Inspection.**—The thoroughness of the canvass of establishments in which wearing apparel is made is believed to be an improvement over that of any previous year, the number of workshops inspected being more than 6,600, of which about 3,600 have been found subject to license. The number of workshop licenses issued in 1906 was 1,279; in 1907, 3,187, and for 1908 will amount to about 3,300.

The problem of how to properly control the making of clothing in tenement houses is still unsolved. While it appears necessary to allow this to a certain extent in order to support families which would otherwise find it exceedingly difficult to make a living, there is an increased apprehension on the part of the public that contagion is liable to spread by clothing which is allowed to be made under tenement conditions. The methods of control in other cities are under advisement, and it is hoped that some system of control may be devised which will prove applicable to Chicago conditions.

**World's Fair.**—The success of the World' Columbian Exposition in 1893 served to attract the attention of investors to Chicago as a suitable location for investment, while its superior natural advantages, its superb harbor facilities, its tremendous commerce, its enterprise, all contributed to the commercial greatness of the city. Its public utilities, more especially transportation for the people living in the distant suburbs, still are inadequate for increasing requirements, but it is believed that within another decade Chicago will

boast of the finest transportation system in the world.

**Worry a Habit.**—Worry is simply a habit. It is also a very foolish habit. It cannot be cured by good resolutions nor by talking about it. The best cure is to keep busy. As "Satan always finds some work for idle hands to do," so the idle mind will always find plenty of time to worry over the cares and perplexities of life. The health side of this hint is, that worry impairs digestion, destroys mental poise, and ruins good temper. And no one can be physically healthy and happy who cultivates the habit of worrying.

**Wrecking Buildings.**—Any person, firm or corporation engaged in the business of wrecking buildings within the city limits shall file with the city clerk of the city of Chicago an approved bond in the sum of twenty thousand dollars (\$20,000) to indemnify the city against any lawsuits brought or judgments obtained against the city of Chicago, or any of its officers resulting from accidents to persons or property during wrecking operations, and shall also procure a contractor's license.

**Yerkes Astronomical Observatory.**—The Yerkes Observatory was founded in 1892, through the munificence of the late Charles T. Yerkes of Chicago. Its principal instrument is a refracting telescope of 40 inches aperture, which is provided with a micrometer, a photometer and an attachment for direct photography of celestial objects, a stellar spectrograph, a solar spectrograph and a spectoheliograph.

The construction of the main building of the observatory was completed in 1897. Its form is that of a Latin cross, with three domes and a meridian-room at the extremities. The principal axis of the building is about 330 feet long, with the dome for the 40-inch telescope at the western end. This dome is 90 feet in diameter, allowing ample space for the tube of

500 feet from the observatory.

Much of the special apparatus needed for the researches conducted at the observatory has been constructed in the well equipped shops in the basement.

The Bruce photographic telescope, having two photographic doublets of 10 and 6-inch aperture, with a guiding telescope of 5 inches aperture, occupies a separate building near the observatory.

The observatory is situated one mile from the village of Williams Bay, on Lake Geneva, Wis., in an ideal rural region, free from the dust and smoke of the cities, and removed from the tremors of railroad traffic. Williams Bay is 76 miles from Chicago, and is reached by the Chicago & North-Western railway.

**Yield of Cereals.**—The following table gives the 1908 estimated yield of the crops named, together with the official yields for 1907:

	1908, bu.	1907, bu.
Corn .....	2,515,000,000	2,592,000,000
Wheat .....	659,030,000	634,087,000
Oats .....	798,161,000	754,443,000
Rye .....	30,921,000	31,566,000
Barley .....	167,242,000	153,597,000
Hay .....	67,743,000	63,677,000

The invention of the reaper in 1831 and the subsequent development in farm machinery added marvelously to the productive power of the United States. In a generation its production of food stuffs and manufactures grew from an insignificant total to an amount nearly equal to that of all Europe. It is difficult to overstate the important influence which improved agricultural machinery has had upon the nation's progress and prosperity.

**Young Chicago.**—In spite of its steady growth after the incorporation in 1837, Chicago was during the first period of its municipal life a country village. It was April 21, 1843, that the council passed an ordinance prohibiting hogs from running at large in the streets. Paving was absolutely unknown

and a few streets were planked, the result being that after rains the populace had to wade through mud and slush, while it often happened that traffic was suspended because of the frightful condition of the streets. As late as August, 1850, one of the Chicago newspapers states that "many of the populous localities are noisome quagmires."

Owing to a lack of systematic drainage system, sanitary conditions were deplorable. As a consequence the death rate in 1845 was the great telescope, which, with its attachments, is nearly 70 feet long. The elevating floor of the observing room is 75 feet in diameter, and is movable through a range of 23 feet by means of electric motors.

One of the two smaller domes contains the 12-inch telescope formerly at the Kenwood Observatory, and in the other is mounted a 24-inch reflector. Between these domes is the heliostat room, 100 feet long by 12 feet wide.

The body of the building contains offices and computing rooms, a library, lecture room, photographic laboratory, dark-rooms, chemical laboratory, instrument rooms, etc. In the basement are photographic rooms, a room containing a large concave grating spectroscope, spectroscopic laboratory, and machine shops. The engines, dynamos and boilers for supplying heat and power are in the powerhouse, at a distance of 26 per 1,000 population, while in 1848 it had increased to 29. In the summer of 1849 there was a visitation of cholera and of 1,000 persons taken sick 314 died. The total deaths from this scourge in that year were 678. In 1850 cholera appeared again, and 420 persons passed away. In 1854 there were 1,424 deaths from cholera. Today Chicago is the healthiest city in the United States.

**Young Men's Christian Association of Chicago.**—Results count. Judged by what it has accomplished

and by what it is doing every day, the Y. M. C. A. of Chicago must be accepted as one of the great agencies for the upbuilding of this community. It makes men. It is humanly helpful, not only now and then, but all the time. It is the friend of the lonely young man, of the stranger and of the man out of work. It gives safe companionship and practical advice and wholesome recreation and shelter. Its main building in the downtown district is located at 153 La Salle street, and its eighteen branches throughout the city are exercising over thousands a powerful influence for good.

The Association is conducting work in Chicago for four city departments, six railroad departments and seven student departments.

Twelve thousand seven hundred and ninety-three men and boys were members of the Association during 1908.

The attendance at gymnasium classes last year totaled 95,454.

The natatoriums were used 174,238 times.

Fifteen thousand six hundred and sixty-two spectators attended Association athletic events.

Two thousand one hundred and eighty-three different men and boys were enrolled in the evening and day educational classes in 1907. The educational class attendance was 206,418. One hundred and sixty-nine courses are offered in the day and evening classes.

The average daily attendance at the buildings and rooms of all departments of the Association is 3,572.

The nine Association restaurants

served 538,608 meals in 1907.

The dormitories in the nine buildings were used 119,713 times.

Employment was found for 448 men and boys.

The Association possesses land, buildings and building funds amounting to \$1,938,000, against which there is a mortgage debt of \$693,000.

Invested endowment funds amount to \$55,000.

The Association occupies, free of rent, four buildings erected by railroad corporations.

It occupies and manages Snell Hall at the University of Chicago and has free space furnished by six professional schools.

The gross volume of current business aggregates \$460,000 annually.

**Young Women's Christian Association.**—Located at 299 Michigan Av. This organization is a home for working girls who are alone in the city. They are carefully looked after by the management as to their comfort, and live a home life, and they pay a very reasonable sum for room and board. An agent is at each depot to meet unattended girls arriving in the city and gives them advice and direction.

**Zion City.**—Zion City is 42 miles from Chicago and its population is 2,500. The site is ten square miles of beautiful scenery and is located on the lake front. It is a very pretty city and is unequalled in many ways. Zion City is a point of much interest, known as the seat of the Church of Zion, founded by John

**Zoological Gardens.**—(See Lincoln Park.)



## ADVERTISING SECTION

(RATES, ETC.)

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*Moran's Dictionary of Chicago* is a work of about 400 pages, issued quarterly, bound in paper covers, also in library form—cloth, leather and gilt—and is on sale at all news stands, book stores, stations of the elevated railway and railroad depots.

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# Congress Hotel and Annex

## CHICAGO, ILL.



# Finest Hotel in America



Beautifully located on  
Michigan Avenue,  
Overlooking Lake Michigan.

**The Congress Hotel Company,**

**R. H. SOUTHGATE,**  
PRESIDENT.

# HOTEL LENOX

Boylston & Exeter Sts., (Back Bay District)

**BOSTON, MASS.**



**The Lenox** has two hundred and fifty guest rooms and one hundred and twenty-five baths. The hotel is richly and tastefully furnished and is equipped with every requisite for safety and comfort.

The Lenox is one of the most exquisitely appointed hotels in the world.

## EUROPEAN PLAN.

The location of this excellent hostelry is most desirable for the traveling public as it is within two blocks walk from the Back Bay Station of the New York, New Haven & Hartford Railroad, and about the same distance from stations of the New York Central & Hudson River Railroad.

**A Strictly Modern Hotel.**

**Absolutely Fireproof.**

**C. A. GLEASON, MANAGER.**



# HOTEL MAJESTIC

Facing Central Park and West 72d Street,  
**NEW YORK CITY.**



***MOST LUXURIOUS HOTEL IN THE WORLD.***

800 Rooms—Situated in the Fashionable Residential Centre, Facing Central Park  
West, 72d Street.

**PATRONIZED BY THE ELITE.** Charming Suites, with private entrance: single rooms with baths, also Magnificent State Suites. The Majestic Restaurant, most famous in the city. Orchestral Concerts during dinner; also in Pompeian Room during Opera and Theatre Supper; elegant appointments for private receptions and dinners. Electric Surface Cars to the Theatres and Shopping District pass the hotel; also the 6th and 9th Ave. Elevated Stations are within one block.

# THE WASHINGTON

King's Highway and Washington Boulevard,  
ST. LOUIS, MO.

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Table  
D'Hote  
Dinners

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Strictly  
First class  
in  
Every  
Particular

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**ABSOLUTELY FIRE PROOF.**

**"Patronized by the Elite."**

Rates consistent with Splendid Service and Accommodations.

For beauty of location, Charming Surroundings, and with Service **Unsur-**  
passed by any Hotel in the West, "THE WASHINGTON"  
is second to none.

*Noted for the Excellence of its Cuisine.*

**WASHINGTON HOTEL COMPANY, PROP'S.**

# *The Brunswick*

**BOSTON, MASS.**



**T**HE HOTEL BRUNSWICK, on Boylston Street, corner of Clarendon, is one of the grandest and most handsomely furnished hotels in the world. It is in the center of the fashionable "Back Bay" District, and opposite the Society of Natural History and Institute of Technology, on Boylston Street, and Trinity (Phillips Brooks) Church, on Clarendon Street. Just across Copley Square are Museum of Fine Arts, New Public Library, New Old South Church, and Art Club; and only a few minutes' walk from the Central, Arlington Street, and several other churches, public buildings, and the Public Garden.

HERBERT H. BARNES,

**MANAGER.**

AMOS BARNES,

**PROPRIETOR.**



# New Planters Hotel

ST. LOUIS, MO.



.... Absolutely Fire Proof....

FRONTS ON FOURTH, CHESTNUT, AND PINE STREETS.

**Most Elegant Hotel in the West.**

*STRICTLY EUROPEAN PLAN*

**FINEST TURKISH BATH ROOMS  
IN THE UNITED STATES**

**LYMAN T. HAY,  
GENERAL MANAGER**

The **LENOX HOTEL**  
**IN BUFFALO**



***North St. at Delaware Ave.***

Modern. Highest Grade. Absolutely Fireproof.

**EUROPEAN PLAN.**

Rates not excessive though The Lenox is noted for the excellence of its cuisine and general service.

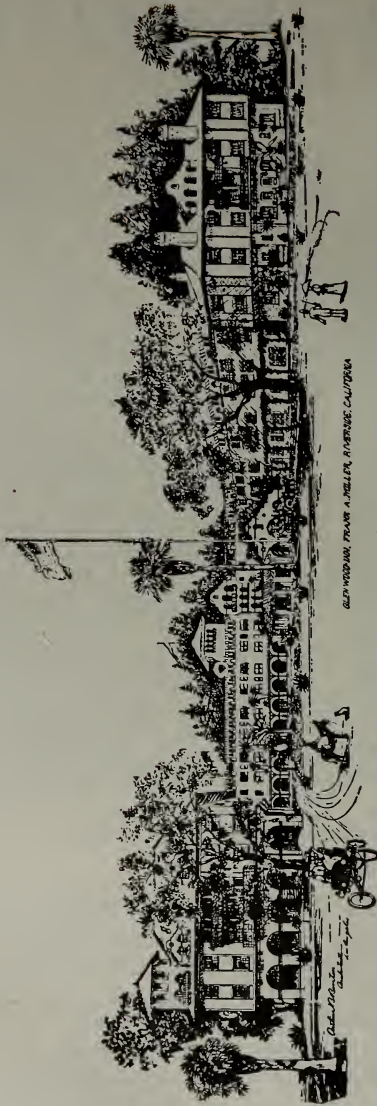
**Wire Reservations at our Expense.**

Take Elmwood Ave. or Hoyt St. Electric Car.

***George Duchscherer, Proprietor.***

# The NEW GLENWOOD

## RIVERSIDE, CALIFORNIA.



"Who'er has traveled life's dull round,  
Where'er his stages may have been,  
May sigh to think he still has found  
His warmest welcome at an inn."

Volumes have been written on the NEW GLENWOOD, and the wonder of art and utility. It is incomparable and unapproachable. The visitor from the East who seeks health, comfort and recreation in California will have his interests best subserved by going to the magnificent and commodious "Glenwood Tavern" in Riverside, a charming place made beautiful by a multitude of trees laden with golden fruit and all kinds of sub-tropical vegetation. The climate is such that even the most delicate of constitutions may breathe the pure air laden with the sighs of orange groves, from sweet chimneys, and low fountains. This is not an entire square, and has accommodations for 500 guests. The maximum of good things for the minimum of cost is the rule with mine host,

YES, and if the inn be the "NEW GLENWOOD" in Riverside, California, the welcome is by no means the only attraction. In no other place, in no other part of the world, will the traveler in "life's dull round" find an inn that approaches this creation of the nineteenth century.

Volumes have been written on the NEW GLENWOOD, and the wonder of art and utility. It is incomparable and unapproachable. The visitor from the East who seeks health, comfort and recreation in California will have his interests best subserved by going to the magnificent and commodious "Glenwood Tavern" in Riverside, a charming place made beautiful by a multitude of trees laden with the sighs of orange groves, from sweet chimneys, and low fountains. This is not an entire square, and has accommodations for 500 guests. The maximum of good things for the minimum of cost is the rule with mine host,

FRANK A. MILLER, PROPRIETOR.



# Hotel Marlborough

Broadway, 36th and 37th Sts.,  
Herald Square, New York.

Most Centrally Located Hotel on Broadway



Completely RENOVATED and TRANSFORMED in every department.

The largest and most attractive Lobby and Rotunda in the city.

Two beautiful new DINING ROOMS.

Superior TABLE D'HOTE DINNER every day from 6 to 9 P. M.

## The Famous German Rathskeller,

Broadway's chief attraction for Special Food Dishes. Popular Music. Better than ever before.

EUROPEAN PLAN.

400 ROOMS. 200 BATHS.

REDUCED RATES for Permanent Guests.

Rates for Rooms, \$1.50 and upward; \$2.00 and upward with bath. Parlor, bedroom and bath, \$3.00, \$4.00 and \$5.00 per day. Parlor, two bedrooms and bath, \$5.00, \$6.00 and \$8.00 per day. \$1.00 extra where two persons occupy a single room.

SWEENEY-TIERNEY HOTEL COMPANY,

E. M. TIERNEY, MANAGER.

*The St. Charles Hotel  
Atlantic City  
N. J.*



## The St. Charles

Is one of the newest and finest hotels in  
**Atlantic City.**

It is located at the water's edge, and seated on  
a spacious veranda which overlooks the fa-  
mous Boardwalk.

One essential for a first-class hotel at this charming resort, is a position on the beach <sup>near</sup> the water, with an unob-  
structed view of the Boardwalk and the ever-entrancing sea. This the proprietor of Atlantic City's most beauti-  
ful hotel has most fortunately secured.

Each room in The St. Charles is supplied with both fresh and salt water—both hot and cold. The hotel has its  
own water supply and electric plant.

The hotel automobile meets all trains at the railroad stations in Atlantic City to convey passengers direct to  
The St. Charles.

**STRICTLY FIRST-CLASS IN EVERY PARTICULAR.**

**NEWLIN HAINES, PROPRIETOR.**

# The Acacia Hotel

## COLORADO SPRINGS, COLO.



Superior location, facing BEAUTIFUL NORTH PARK, away from the noise and bustle of the city, yet within a few blocks of the shopping district and convenient to street car lines in all directions.

The "ACACIA" is a new hotel, has every modern convenience, is exquisitely furnished, and is noted for its superior cuisine.

**CONDUCTED STRICTLY ON THE EUROPEAN PLAN.**

**RATES—\$1.50 PER DAY AND UPWARD.**

All outside rooms. Electric lighted. Steam heated. Telephone in every room. Music every evening. Hot and cold water in every apartment. Private and public baths. Cafe, Dutch Room, Ball Room and Sample Rooms.

Colorado Springs is one of the most **FAMOUS RESORTS** in the West, and the **ACACIA** is its newest and most charming hotel.

**W. O. BRINKER, Manager.**



# THE PARK HOTEL

## HOT SPRINGS, ARK.



~ABSOLUTELY FIREPROOF.~

A strictly first-class Family Hotel. The only Hotel in Hot Springs that has its walls furred, thus preventing dampness from penetrating the sleeping rooms. **BEAUTIFULLY LOCATED IN A PARK OF 10 ACRES.** The only Hotel that is so situated that it receives Nature's great remedy, the sun, from the rising to the setting of the same.

### **The Most Elegant Bath House in the Country.**

Constructed entirely of iron, tile, marble and brick, and besides having the regular Hot Spring baths, which are from the hottest of the Hot Springs upon the U. S. Government Reservation; there is also a magnificent Turkish bath, Electric bath, Massage and German Needle.

The Hot Springs of Arkansas are the most wonderful curative waters in the world. For further information address

**J. R. HAYES,**

**PROPRIETOR.**

# HOTEL EMPIRE

**Broadway and Sixty-Third St.**

**Empire Park**

**NEW YORK CITY.**



## **STRICTLY FIRE-PROOF. MODERN.**

Patronized by Travelers and Tourists from all parts of the world. Over \$250,000 in improvements just completed. Electric Clocks, Telephones and Automatic Lighting Devices in every room. Completely remodeled, redecorated and refurnished throughout. One minute to Elevated and Subway Stations.

**Noted for the Excellence of its Cuisine and Service.**

## **RATES MODERATE.**

From all Ferries and Steamships take 9th Avenue Elevated Railway to 59th Street, which is one minutes' walk from this hotel.

From Courtland Street or Liberty Street Ferries take cars marked "6th and Amsterdam Avenue" direct to the Empire Hotel in 20 minutes.

From Grand Central Station take Red Cars marked "Broadway to Fort Lee Ferry" and reach the hotel in 6 minutes.

All Street Cars of the Metropolitan System pass the Empire. All Theatres and Department Stores can be reached by cars in 10 to 15 minutes without change.

Send for booklet and rates.

**W. JOHNSON QUINN, PROPRIETOR**

# NEW OCEAN HOUSE

SWAMPSCOTT, MASS.



One of The Most Palatial and Beautiful  
Summer Resort Hotels in America.

240 ROOMS.

60 PRIVATE BATHS.

*Open June to October.*

Cuisine Unexcelled.

**AINSLIE & GRABOW, MANAGERS.**



# HOTEL BALTIMORE

Baltimore Avenue and 11th Street,  
KANSAS CITY, MO.

KANSAS CITY'S LEADING HOTEL



FIRST-CLASS IN EVERY PARTICULAR.

**STRICTLY EUROPEAN PLAN.**

**THE HOTEL BALTIMORE** is the pride of Kansas City. Its cuisine and service is unsurpassed by any other hotel in the country. Rooms large and exquisitely furnished.

**LIGHTED BY ELECTRICITY AND HEATED BY STEAM THROUGHOUT.**

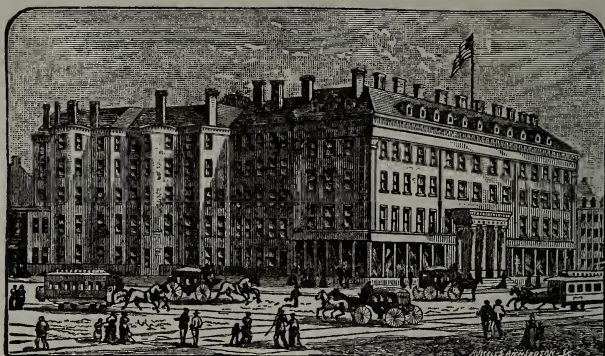
**RATES—\$1.50 to \$3.50 per day.**

**THE BALTIMORE HOTEL COMPANY,**

**Proprietors.**

# United States Hotel

BOSTON, MASS.



BEACH, LINCOLN and KINGSTON STREETS.

*FAMOUS FOR HALF A CENTURY.  
RECENTLY ENLARGED AND GREATLY IMPROVED,  
FURNISHING FIRST-CLASS ACCOMMODATIONS  
FOR FIVE HUNDRED GUESTS.*

Pleasure Parties, Ladies and Families visiting the East, will find the "UNITED STATES" combining all the conveniences and substantial comforts of a pleasant home, free alike from extravagant show, or still more extravagant charges, while its very convenient location within three blocks of South Terminal Station, thus making a most convenient point to stop on arriving in the city, saving all carriage fares. and, for those who desire to spend a day or week in shopping, or visiting the thousand objects of art and interest, a most central, desirable and convenient location, being only two minutes' walk from all the great fashionable Retail Establishments, Theatres, Objects of Interest, and Places of Amusement.

The United States recommends itself for the notable character of its guests; its large, sunny rooms, its most excellent table; and moderate charges:— while its twelve stairways from the top to bottom, and "no rooms above the fourth floor,"—need no comment.

Rooms may be engaged with or without board. For Special Rates, full particulars will be given, with maps, circulars, etc., on application to

**TILLY HAYNES, United States Hotel, BOSTON.**

# HOTEL PFISTER

MILWAUKEE,  
WIS.



**T**HE above cut illustrates in miniature the elegant **HOTEL PFISTER**, which is located on the corner of Wisconsin and Jefferson Streets, within five blocks of the Bay, and commands a view of the entire city.

It is in all respects one of the most perfectly equipped Hotels in the world, being absolutely **FIRE-PROOF** from basement to roof.

## STEAM HEAT AND ELECTRIC LIGHT IN EVERY ROOM.

The service in the Dining Rooms and Cafe, and throughout the house, is of the highest and most efficient character. Pure spring water for drinking purposes is used.

**There are one hundred Private Bath Rooms, also a**

## TURKISH BATH ESTABLISHMENT.

**THESE BATHS ARE UNEQUALED IN AMERICA.**

American and European Plan  
with rates consistent  
with service.—

**A. L. SEVERANCE,**  
MANAGER.



# Hotel Empire

WINNIPEG, MANITOBA.



**AMERICAN PLAN—Rates \$3.00 per Day and upwards.**

**STRICTLY FIRST-CLASS IN EVERY PARTICULAR. LIGHTED BY ELECTRICITY AND  
HEATED BY STEAM THROUGHOUT.**

"The EMPIRE" is the leading hotel in the metropolis of Western Canada, and is the Winnipeg headquarters for tourists and commercial travelers. The rooms are large and handsomely furnished and arranged en suite or otherwise to suit the convenience of all guests. The dining rooms are large, artistically decorated and resplendent with crystal and silver. The cuisine and service are beyond criticism, and it may be a source of satisfaction to know that the rates are exceptionally low when the first-class accommodations are considered. Superior location, as it is but a few minutes walk from THE EMPIRE to the leading wholesale and retail houses, banks, theaters, railway stations, etc.

**McLAREN BROS., Proprietors.**

**MOST MODERN HOTEL in the SOUTHWEST**



## **THE BUSBY**

**McAlester, Okla.**

**Rates:** EUROPEAN PLAN, \$1.00 TO \$2.00 PER DAY.  
AMERICAN PLAN, \$2.50 " \$3.50 " " "

**Superior Location.** Convenient to leading retail stores, banks, theatres, etc. This splendid hotel occupies the same block as the magnificent BUSBY OPERA HOUSE, famous throughout the country as being the most elegantly equipped theatre in the South.

**MAGNIFICENT IN ALL ITS APPOINTMENTS.**

**The Busby Hotel** is an imposing structure, and strictly modern in every respect. It is also the recognized headquarters in McAlester for the better class of the tourist and commercial travel.

**Lighted by Electricity and Heated by Steam.**

**Furnishings, Service and Accommodations Up-to-Date.**

**Noted for Excellence of its Cuisine.**

**WM. BUSBY,**  
Proprietor.

**G. H. MILLS,**  
Manager.

# HOTEL DENTON

## SALIDA, COLO.



### ***American and European Plan.***

Lighted by electricity and heated by steam throughout. Recently refurnished and refitted. Rooms with Private Bath. Passenger Elevator.

Local and Long Distance Telephone in each Apartment.

Free Bus to and from all trains.

**SALIDA**, an attractive mountain resort only a few hours' ride from Denver, is located in a beautiful valley completely surrounded by a chain of picturesque mountains, rich in many of the valuable minerals, and with scenic attractions both grand and sublime. The **HOTEL DENTON** is the leading hostelry in this charming little mountain city.

**STRICTLY FIRST-CLASS.** Rates reasonable. Accommodations the best. Headquarters for Tourists and Commercial Travelers.

**G. C. DENTON, Manager.**



# THE ELK HOTEL

17th and BLAKE Streets,  
**DENVER, COLORADO.**



EUROPEAN PLAN, 50c to \$1.50 per day

First Class Restaurant run in Connection.



Newly Furnished Throughout. Elevator, Steam  
Heat, Electric Lights, Bath, etc.



Located at 17th and Blake Streets, only a block and a half from the Union  
Depot, and only a few minutes walk to the Wholesale  
District, Theatres, Banks, Etc.

**DAVID WHINTON, PROPRIETOR**

# **HOTEL STEDMAN**

## **KETCHIKAN, ALASKA**

---

**E U R O P E A N   P L A N .**

***Strictly First-Class.***

---

**Favorite Stopping Place for Tourists and  
Commercial Travelers.**

---

The hotel accommodations of KETCHIKAN are unquestionably the **very best in the District of Alaska**, and in many respects equal to those of the leading hostelrys on the Pacific Coast.

The magnificent scenery to be enjoyed in and about Ketchikan, Alaska, is rapidly attracting the attention of the better class of tourists from all parts of the country.

The climatic advantages of Alaska during the spring, summer and fall months cannot be excelled.

THE STEDMAN HOTEL occupies a most desirable location in the very heart of the business center of the town.

**Lighted by Electricity and heated by Steam.**

---

**An Excellent CAFE is operated in connection with THE STEDMAN**

**JOHN W. STEDMAN,**  
**PROPRIETOR.**

# WEST BADEN SPRINGS HOTEL

WEST BADEN, IND.



NEW HOTEL OF THE WEST BADEN SPRINGS CO. ABSOLUTELY FIRE-PROOF.  
THE EIGHTH WONDER OF THE WORLD.

---

ONE OF THE MOST MAGNIFICENT RESORT HOTELS  
IN AMERICA.

---

**T**HIS charming resort is situated among the terminal spurs of the Cumberland range, among charming scenic surroundings, in a region replete with historic interest. The bathing facilities, plunges and athletic courses are among the largest and finest in the world, and every variety of outdoor and indoor exercise is obtainable.

**WEST BADEN SPRINGS COMPANY,**  
PROPRIETORS.

**L. W. SINCLAIR, PRES.**



# HOTEL ABBOTT

19TH AND CURTIS STREETS,

DENVER, COLO.



EUROPEAN PLAN.

---

**Rates 50c., 75c. and \$1.00 Per Day.**

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The Location, Service and Accommodations at the **Hotel Abbott** are First-Class. This hotel is but a few minutes walk from the Union Depot, Wholesale Houses, Banks, Principal Retail Stores, Theatres, etc.

---

**Special Rates by the Week or Month.**

**O. E. TAUSSIG,** PROPRIETOR.

# Hotel Oregon

COR. 7TH AND STARK STS.

PORTLAND, OREGON

---

## European Plan.

A thoroughly new and modern hotel. Rooms provided with running water and Long Distance telephone service. Our Grill room is handsome, perfectly ventilated, and conducted on a high order. The Royal Hawaiian Kawaihan Orchestra can be heard every evening in this Grill room. Our new fire-proof addition, now in course of construction, will give us the largest and best hotel accommodations in the Northwest, and enlarge the seating capacity of our Grill room to 700 people.

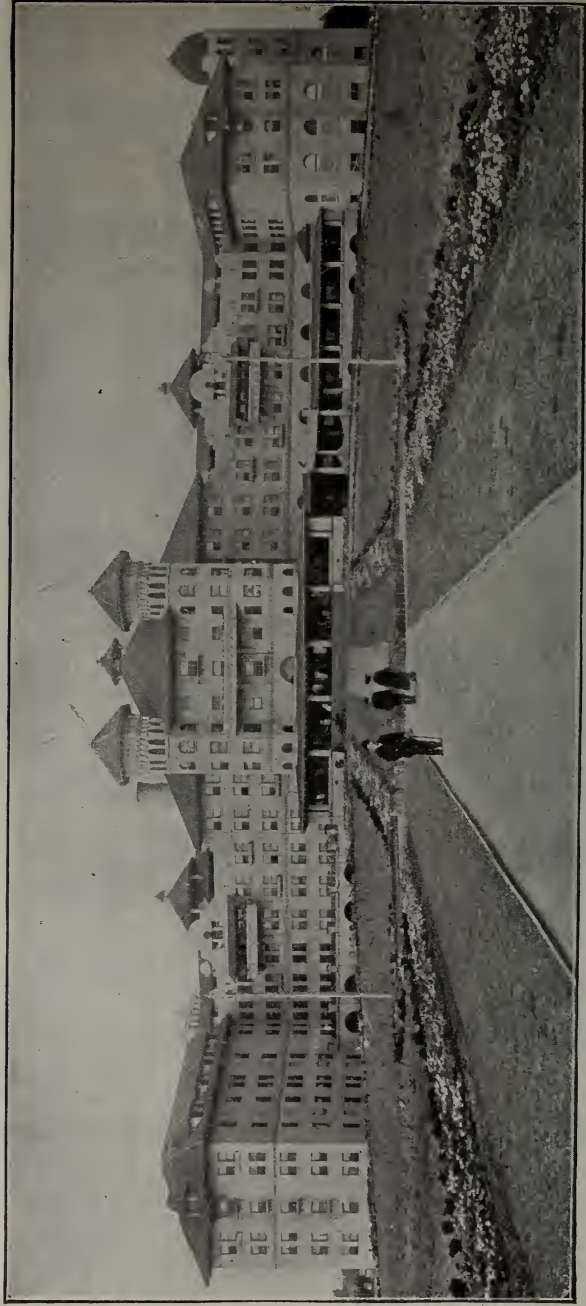
Wright-Dickinson Hotel Co.

PROPRIETORS.

CHAS. WRIGHT,  
*President.*

M. C. DICKINSON,  
*Manager.*

# THE POTTER, Santa Barbara, California.



Million Dollar Hotel, open year round. American Plan. Rates Reasonable. All the good features of other Pacific Coast resorts combined in this one. As a health resort Santa Barbara is unexcelled, and now that it has the famous "POTTER" the accommodations are the equal of any resort in the land.

MILO M. POTTER, Manager.



# SEXTON HOTEL

Twelfth and Baltimore Avenue,

## KANSAS CITY, MO.



To reach the hotel from Union Depot take Jackson Avenue Car  
UP STAIRS IN DEPOT.

"THE SEXTON" is Kansas City's newest and most elegantly furnished hotel.

Located in the very heart of the Shopping and Theatrical district, and within a few minutes walk of the principal Wholesale section of the city.

European Plan. Rates \$1.00 per day and up.

Wire for Reservations at Our Expense.

150 Elegantly Furnished Rooms both Single and En-Suite.

Everything Strictly First-class and Up-to-date.

CAFE AND GRILL (Separate dining rooms).

Lighted by Electricity and Heated by Steam throughout.

Favorite Stopping Place for Tourists and Commercial Men.

A Charming Hotel with all the latest Modern Improvements.

Service and Accommodations THE BEST.

**BILLINGS HOTEL COMPANY, Proprietors.**

# HOTEL MARIE ANTOINETTE

Broadway, Sixty-Sixth and Sixty-Seventh Sts.,  
**NEW YORK CITY.**



Under the same management as "THE IROQUOIS," Buffalo, N. Y., and  
"THE GRAND UNION," Saratoga, N. Y.

**HOTEL MARIE ANTOINETTE**, one of the most fashionable locations  
in the Metropolis.

Easily accessible. Convenient to all principal attractions either by the surface roads, with their perfect system of transfer, passing the door; by the elevated (with station at Sixty-sixth street, opposite); or by the Subway, with station at the very entrance to the Hotel. Within one block of Central Park, and but five minutes ride to or from the Grand Central Station, shopping centers, and principal theatres; removed from the disturbing influences of city traffic and trade environment, the Hotel is particularly desirable for Families and Individuals visiting the city for a brief stay, or one of indefinite duration.

**SAFE DEPOSIT** boxes in private vault. **MAIL CHUTES** on every floor.

**RATES**—especially for transients—more reasonable than those prevailing for similar accommodation in the business section of the city.

The **Marie Antoinette** is one of the largest and most sumptuously appointed hotels in the world.

**A. M. WOOLEY, MANAGER.**

.....NEW.....

# HOTEL BELLEVUE.

## BOSTON, MASS.



**NEW MODERN FIREPROOF HOTEL.**



**Beacon Street, near Tremont.**

Close to State House and Common.

Located in the heart of the business center, amusement and shopping district.



Take Elevated Trains from either South or North Station and get off at Park Street,

**EUROPEAN PLAN**

**HARVEY & WOOD, PROPRIETORS,**



# ORMOND

## SANTA LUCIA ORANGE GROVE

Trees loaded to the ground with golden fruit. The first orange grove reached upon the East Coast trip.

## ORMOND BEACH.

Twenty miles of perfect surface for automobiles and bicycles, three hundred feet wide at low tide, as hard, smooth and level as a floor.

Coasting record before the wind with no sails, 17 miles in 1 h., 20 m.

MID-WINTER BATHING—Dressing rooms at Pavilion or at Hotel Coquina.

## THE TOMOKA.

"The Ocklawaha of the East Coast."

THE TRIP—Eighteen miles by steamboat to Ostinola Spring, in the heart of the palmetto forest, luncheon at the log cabin, and drive five miles back by the "Hammock Drive" to Ormond. Time: 10 a. m. to 4 p. m. Tickets, \$5.00, covering sail, luncheon, and drive. The greatest one-day trip in Florida.

## DRIVES OF ORMOND.

River road to Number Nine, Hammock and Old Chimneys,  
Mount Oswald and Tomoka Point, Old Causeway and Buckhead Bluff,  
Ocean Beach to Daytona and return by Shore of the Halifax River, six  
miles beside the sea and six along the river.

## WHILE AT ORMOND

sample the finest fruit in Florida and secure a case of Ormond's famous guava jelly or assorted tropical sweetmeats.

## IMPROVEMENTS.

The Ormond had nearly fifty suites with private bath added last season. The dining hall seats over five hundred guests, and the main office extends the entire length of the original house.

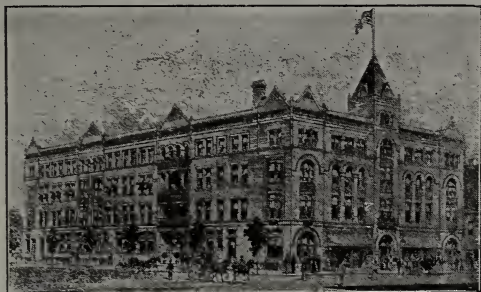
The table and services are at the standard required by the Florida East Coast Hotel Company.

Summer Hotel  
**MOUNT PLEASANT HOUSE**  
In the White Mountains,  
N. H.

**ANDERSON & PRICE,**  
Managers  
**HOTEL ORMOND,**  
Ormond, Fla.

# New Alamo Hotel

## GOLORADO SPRINGS. COLO.



### **Strictly Fire-Proof.**

The "NEW ALAMO" is the most thoroughly equipped and modern hotel in the **PIKE'S PEAK REGION.**

Located in the center of the business district, and has the finest sample rooms to be **found in the West,**

With its **150** exquisitely furnished guest rooms, and forty suites with bath, tile floors and wainscoting, and a dining room capable of seating **two hundred,** and par-excellence in all of its appointments, the **Alamo** is second to none of the **leading hotels** of the **Country.**

This house is a favorite stopping place for eastern tourists who appreciate the best of accomodations at rates consistant with the service.

Rates, \$2.50 to \$4.00 per day and upwards.

**GEORGE S. ELSTUN,**

Manager of the Antlers at the time of the fire.

**PROPRIETOR**

# Hotel Baxter

## Baxter Springs, Kansas



Nicely Furnished and Service First-Class. Located in the very heart of the business center of the City.

Baxter Springs, Kansas, is rapidly becoming one of the greatest Lead and Zinc producing districts in the whole Southwest, and the **"Hotel Baxter"** is its leading hostelry.

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Clever treatment of its guests and good service are among the chief characteristics of the house.

Cuisine and Service all  
that could be desired

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Headquarters for Commercial Travelers

**A. L. NEWTON**  
**Proprietor**



# THE DENISON

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**DENISON, TEXAS**

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**AMERICAN PLAN**

Rates: \$2.50, \$3.00, \$3.50 per Day

---



Local and Long Distance Telephone in all Rooms.  
Rooms Single and En-suite with Private Bath.  
Lighted by Electricity and Heated by Steam.

## **STRICTLY FIRST-CLASS**

Headquarters for Commercial Men. One of the very Finest Hotels in the South.  
Located in the Heart of the Business Center.

**M. L. OGLESBY, MANAGER.**

# HOTEL EASTMAN

HOT SPRINGS, ARK.

THE PALATIAL HOUSE OF THE WEST.



Everything first-class and delightful for pleasure seekers  
Graduated rates, \$21.00, \$25.00, \$28.00, \$31.50, \$35.00  
\$42.00, and \$50.00 per week.

Finest bath-house in the world. Famous health resort. The Hot Springs of Arkansas are world-renowned. Certain cure for rheumatism, gout, neuralgia, and kindred or hereditary diseases.

For further information, write Hotel Eastman.

**LYMAN T. HAY,**  
MANAGER

# THE POST TAVERN

BATTLE CREEK, MICH.



“THE POST TAVERN” is the pride of Battle Creek. It is a new hotel and strictly modern in all its appointments.

It is a six story stone and brick structure and is absolutely **fireproof**.

This hotel is located in the very heart of the business section of the city, and is convenient to all the Wholesale Houses, Theatres, Railroad Depots, etc.

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Rooms both Single and En-suite. Cuisine Unexcelled.

---

Local and Long Distance Telephones in Every Room.

---

Lighted by Electricity and Heated by Steam Throughout.

---

**E. F. CLARK, LESSEE.**



# HOTEL BADMINTON

VANCOUVER, B. C.



**AMERICAN PLAN**



**STRICTLY FIRST-CLASS**

**RATES: \$2.00, \$2.50 AND \$3.00 PER DAY.**

There is nothing adds so much to the prestige of a city in the estimation of a stranger as a first-class hotel. First among those of Vancouver, B. C., comes the elegant "**BADMINTON**," which for comfort and elegance is surpassed by few hotels in the Dominion of Canada.

The location of the Badminton is certainly the most desirable in the city, fronting as it does on two of the principal streets and within five minutes' walk of all the large wholesale and retail houses, banks, theaters, etc.

The Badminton has about 100 handsomely furnished rooms, both single and en suite.

Headquarters for Tourists.

**J. W. WALLIS, PROPRIETOR.**

# FAIRMONT HOTEL

## San Francisco, California



Crowns Nob Hill in the heart of the city and commands a magnificent sweep of the Bay and Golden Gate.

**The Best for the Best Travel.**  
**Headquarters of the Army and Navy.**

### EUROPEAN PLAN

All Rooms Outside.

Every Room with Bath.

**Rates \$2.50 per day and upwards.**

Cuisine and Service unsurpassed.

Auto Busses and Carriages at all Steamers and Trains.

**Address THE PALACE HOTEL COMPANY,**  
**JOHN C. KIRKPATRICK,** *General Manager.*

# THE HOTEL KNUTSFORD

SALT LAKE CITY, UTAH.

The  
Pride of the  
West,



G. S.  
HOLMES  
Prop.

THE KNUTSFORD AFFORDS THE BEST ONLY.

This magnificent hotel represents an actual outlay of \$750,000. It is built of gray granite, seven stories in high, and fire-proof. There are 250 guest rooms, single or en-suite.

## THE KNUTSFORD

Is centrally located, near all places of interest and important business houses, on both electric car lines, and is thoroughly equipped with modern improvements. The cost of furnishing it alone was more than \$150,000, and neither pains nor money have been spared to make it rank as a first-class home-like hotel

.....RATES REASONABLE.....

REFERENCES: All the Best Hotels  
in the United States....



# THE ANGELUS

Los Angeles, California.



THE LEADING HOTEL IN THE METROPOLIS OF  
SOUTHERN CALIFORNIA.

Most Centrally Located and Best Equipped.

**Tourist and Residential Hotel.**

---

**AMERICAN AND EUROPEAN PLANS.**

---

THE ANGELUS GRILL is Par Excellence  
in its Appointments.

**THE POPULAR DINING PLACE.**

For Rates and Booklet address,

**LOOMIS BROS.,** Proprietors.

# GRAND WORK OF DWIGHT

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## Keeley's Great Medical Discovery Saves Thousands

---

### ALCOHOLISM ROUTED BY SCIENCE

---

#### Huge Institute has Become a Beacon Light of Success and Happiness

---

Dwight, Illinois, is not a large city, though a pretty and attractive one. Its name, however, is far better known the world around than are the names of a hundred larger towns, and few indeed are they even in the farthest corners of the habitable globe who have never heard of Dwight, and of the Keeley Institute that gives the little city its renown.

The Keeley Institute, unique and incomparable, holds a place and rank peculiarly its own. Many years ago, Dr. Leslie E. Keeley, an army surgeon and an enthusiastic student of mankind, originated the theory that inebriety was a disease, to be combatted by methods new, original and comprehensive, and the Keeley Institute was the result of his discoveries. Beginning on a small scale, the Keeley Institute grew, spread, and enlarged its quarters, until it now fills a series of magnificent structures, costing upwards of \$500,000. Hundreds of men and women from all over the world flock to Dwight, pass under the treatment of the Keeley theories, and, freed from the yoke of alcohol, go back to their homes and business occupations redeemed and happy. These people find, on reaching Dwight, that they are not coming to a prison or an asylum, but to a place where they have absolute freedom, and no restraint save those which gentlemen and ladies voluntarily impose upon their own behavior. Within a few days, the desire for alcohol has died away—in a month's time, the alcoholic power has been eradicated from the system, and the patient is ready for a home trip and a life of renewed usefulness.

Drug habits are treated at Dwight with equal success, though the time usually required for the cure of drug-victims is somewhat longer than that needed by alcoholic victims. The best of accommodations in a superb and up-to-date hotel, the kindest of treatment, and associations always remembered in the happiest mood, are attractions of the Keeley Institute, and have contributed to draw patronage of the highest class.

The Keeley Institute has done wonderful work for good, and, though the original discoverer has passed to his reward, the Institute lives on, and bids fair to continue its mission for many years to come.

# LIVINGSTON HOTEL

## DWIGHT, ILLINOIS



### ***STRICTLY FIREPROOF***

One of the famous hotels of the country. Noted for the excellence of its table, its large airy rooms, its wide halls, its commodious lobby, with all modern improvements.

### ***AMERICAN PLAN***

Rooms single and ensuite at prices consistent with first-class service and accommodations. Located in the very heart of the business center of the city. Headquarters for tourists and commercial travelers.

**LESLIE E. KEELEY COMPANY, PROPRIETORS**



# ST. JAMES HOTEL

## DENVER, COLO.



### EUROPEAN PLAN

The "ST. JAMES" is the most centrally located of Denver's leading hotels, and is strictly *First-Class* in every particular.

All Rooms are equipped with Local and Long Distance Telephones and have hot and cold running water, and many have Private Bath.

**ALL OUTSIDE ROOMS.**

Capacity—150 handsomely furnished rooms, both single and ensuite. Sixty rooms with bath.

**DENVER HEADQUARTERS** for Tourists and Commercial Travelers.

**The St. James Hofbrau Cafe** is conceded to be the finest in Denver.

Rates \$1.00 to \$2.50 per day (European Plan).

Recently refitted and refurnished throughout.

**D. W. SHEA HOTEL COMPANY,**

**Proprietors.**



# Cawston Ostrich Farm

Most interesting sight in Southern California is the Cawston Ostrich Farm at South Pasadena. The farm is a delightful semi-tropical garden where 200 ostriches of all ages luxuriate.

## \$50,000 Feather Display.

The salesrooms at the Farm present a most tempting sight. Fully \$50,000.00 worth of finest ostrich goods are constantly displayed. Ostrich Feather Boas, Tips, Fans, Etc., are sold at producer's prices. The Cawston Factory is just outside the farm enclosures. It produces the finest feather goods in the world.

### Write for Souvenir Catalogue.

A beautiful and instructive catalogue containing pictures and prices of the goods sold can be had free by mail. Write for it.

CAWSTON OSTRICH FARM,  
SOUTH PASADENA, CALIFORNIA.

# PITTSBURGH, PA.

HOTEL SCHENLEY, OPPOSITE  
SCHENLEY PARK.



The Hotel Schenley is located opposite Schenley Park, the most attractive place in or near Pittsburg; twelve minutes by the various street car lines from the heart of the city. The elegant structure is essentially MODERN and FIRE-PROOF, and is equipped with every convenience of a modern hostelry. It has about it an air of exquisite elegance and affords many fascinating attractions peculiar to itself which may not be found elsewhere. Transients will find this an ideal stopping place.

... EUROPEAN PLAN ...

---

JAMES RILEY, PROPRIETOR.



# ORIENTAL HOTEL

*DALLAS, TEXAS.*



**FINEST HOTEL STRUCTURE IN THE SOUTH.**

***"ABSOLUTELY FIRE PROOF."***

Over FIFTY SUITES of magnificently furnished rooms with PRIVATE BATH. Lighted by electricity and heated by steam.

The "ORIENTAL" is one of the most thoroughly equipped and modern hotels in the country. Located in the center of the business district, and convenient to wholesale houses, theatres, etc.

THE ORIENTAL is the PRIDE OF DALLAS, and no better evidence of its popularity is needed than the fact that both tourists and commercial travelers frequently travel many miles out of their way to visit this famous hotel.

SERVICE AND ACCOMODATIONS STRICTLY FIRST-CLASS.

**OTTO HEROLD, MANAGER**

# THE HOTEL REVILLA

## KETCHIKAN, ALASKA

Opened June 5th, 1906

EUROPEAN PLAN.

Rooms with Baths \$1.00 to \$3.50 per Day

**THE REVILLA is under New Management**

and has recently been refitted and refurnished throughout.

**STEAM HEATED AND ELECTRIC LIGHTED.**

Splendidly located in the heart of the business center.  
We cater to both the tourist and commercial travel.

From both a scenic and climatic standpoint, Southeastern Alaska offers greater attractions to the tourist than any other section of the Pacific Coast, and the splendid scenery and excellent fishing in KETCHIKAN surpasses that of any other section.

**THE REVILLA IS FIRST-CLASS.**

This hotel recommends itself for its large sunny rooms, excellent accommodations and moderate charges.

**CAPT. W. A. CONNELL,**  
PROPRIETOR.

# THE O'CONNOR HOTEL

## BOULDER, COLORADO



**RATES, \$2.50 AND UP.**

**American Plan.**

**Strictly First-Class.**

"THE O'CONNOR" is new, modern and up-to-date. Located in the business center and but one block from the Depot, Opera House and Banks.

Headquarters for the tourist and commercial travel.

Lighted by electricity and heated by steam.

**BOULDER**, the "G E M" of the Rockies is but an hour's ride by rail from Denver, and the "O'CONNOR" is its leading hostelry.

**G. J. O'CONNOR, Proprietor.**



Private Telephone Exchange all Departments, Main 587.

Night and Day Service  
Estimates Cheerfully Furnished

# Rogers & Hall Company

DIRECTORY, CATALOGUE  
AND  
PUBLICATION PRINTERS

Owning its own Linotypes, Monotypes, Presses and Bindery, the equipment of this Company is the most complete in Chicago.

126-132 Market Street

---

## At the Splendid Stables of the Manitou Livery and Transfer Company

LOCATED AT

### MANITOU, COLORADO

may be found an elegant line of carriages, buggies and rigs of all kinds, together with as fine horses as can be seen at the swellest eastern resorts.

Among the many points of interest and drives in and about MANITOU may be mentioned

#### UPPER DRIVES.

- 1 Soda, Sulphur and Ute Iron Springs and Pike's Peak Railway.
- 2 Ute Pass
- Rainbow Falls and Grand Caverns.
3. William's Canon.
- Temple Drive, Cave of the Winds.

#### LOWER DRIVES.

1. Garden of the Gods.
2. Glen Eyrie.
3. Mesa

#### OTHER DRIVES.

Monument Park    Manitou Park    Seven Lakes    Bear Creek Canon    Cascade  
Canon    Cheyenne Canon    Green Mountain Falls

# HOTEL REGENT

Cor. Penn. Ave. & 15th St.

WASHINGTON, - D. C.



The location of the Hotel Regent is the most desirable in the National Capital, situated but two blocks from the Executive Mansion and opposite the United States Treasury Building, and on Pennsylvania Avenue, the principal business thoroughfare of the city.

**AMERICAN AND EUROPEAN PLAN. Rates Reasonable.**

**LIGHTED BY ELECTRICITY AND HEATED BY STEAM.**

Street Cars pass the door in all directions.

**SERVICE AND ACCOMODATIONS FIRST-CLASS.**

**W. J. WATSON, PROPRIETOR.**

# NATIONAL HOTEL

## LEAVENWORTH, KAN.

One of the Largest and Finest Hotels in the State

Located at the hub of the business district, every part of the city accessible by Electric Cars from the door.

FIRST-CLASS, MODERN AND LIBERALLY CONDUCTED.  
OPERATED on both AMERICAN and EUROPEAN PLANS.  
RATES REASONABLE. ACCOMMODATIONS THE BEST.

HOTEL IMPERIAL (European Plan) Under same Management

Headquarters for Commercial Travelers.

MELLA & GIACOMINI,  
PROPRIETORS.

---

# PACIFIC HOTEL

## NORTH YAKIMA, WASH.

This is the leading Commercial Hotel of the prosperous and rapidly growing little city of North Yakima, in the richest valley of the great State of Washington.

First-Class in every particular. New, modern, and located in the very heart of the business section of the city, and strictly up-to-date.

THE PACIFIC is the best *American plan* hotel between St. Paul and Seattle.

Steam heated and Electric Lighted.

**I. B. TURNELL, Proprietor.**



# Mariaggi Hotel

PORT ARTHUR, ONTARIO, CANADA.



## REMODELED AND REFURNISHED THROUGHOUT

Port Arthur is located at the head of Thunder Bay, on Lake Superior, and "The Mariaggi" is the leading hotel in this prosperous little city.

**AMERICAN PLAN** — Rates from \$2.00 to \$5.00 per day according to rooms and their location. Lighted by electricity and heated by steam throughout. The MARIAGGI is a favorite stopping place for tourists and commercial travelers who appreciate the best of accommodations at reasonable rates.

**MAYHEW & MANION, Proprietors.**

# Hotel • Royal • Palm

*MIAMA, Biscayne Bay, FLORIDA.*

ONE OF THE FLORIDA EAST COAST HOTEL COMPANY'S MAGNIFICENT CHAIN.



WHERE THE WINTER OF OUR DISCONTENT IS TURNED TO SUMMER SUNSHINE.

The most equitable climate in the United States.  
Sub-Tropical scenery of surpassing beauty.  
Ninety-eight varieties of Game Fish, many of  
them indigenous to Beautiful Bay Biscayne.

Golf links conceded the finest in the South.  
Open Air salt water swimming the year around.  
Excellent music and dancing.  
Every Facility for Health, Comfort & Enjoyment.

H. W. MERRILL, Manager.

# **HOTEL MADISON**

**ALTON, ILLS.**

**LEADING HOTEL OF THE CITY.**

“The Madison” is most centrally located, being but a few minutes walk from the Union Depot and the principal wholesale and retail business houses.

**Lighted by Electricity and Heated by Steam.**

**AMERICAN PLAN. RATES REASONABLE.**

**A. L. DANIELS, PROPRIETOR.**

# **Principal Hotel**

**DAWSON, YUKON TER.**

**EUROPEAN PLAN**

This hotel is the center of attraction in Dawson, one of the greatest gold-producing districts in the world.

The visitor or traveler who desires the best accommodations to be found in the KLONDIKE district should register at the Hotel Principal. A homelike, comfortable hotel, with accommodations for tourists as well as commercial travelers.

**RATES REASONABLE**

**JACK McNEELY, Proprietor.**



# Phoenix Hotel,

LEXINGTON, KY.



One of the very best hotels in the South, and the only first-class hotel in Lexington.

The "CAFE" connected with the Phoenix is Absolutely FIRST CLASS in every particular.

This house has all the latest modern improvements, including Steam Heat, Electric Lights, Passenger Elevators, etc., etc.

---

AMERICAN AND EUROPEAN PLANS.

---

Rates—	{	American Plan,	\$2.50 to \$4.00
		European    "	\$1.00 to \$2.00

PHOENIX HOTEL COMPANY, Proprietors.

CHAS. SEELBACH, MANAGER.

# Hotel Lincoln

**SEATTLE, WASHINGTON**



**American Plan, \$3.00 Up**

**European Plan, \$1.00 Up**

The LINCOLN HOTEL is situated corner of Madison street and Fourth avenue, covers half a block square and is convenient to the leading retail houses, banks, theatres, etc. Has 250 handsomely furnished rooms, both single and en suite; 200 private baths, and is strictly first-class in every particular.

One of the attractions of the "LINCOLN" that is of special interest to tourists and the traveling public is the beautiful Roof Garden, from which splendid views of the Harbor, Sound and Olympic Mountains may be obtained. Mt. Ranier is also visible from the hotel.

The LINCOLN HOTEL is an imposing structure seven stories in height and strictly modern. It is also the recognized headquarters in Seattle for the better class of the tourist travel to the Pacific Coast and Alaska.

**BLACKWELL HOTEL COMPANY, PROPRIETORS**

**W. J. BLACKWELL MANAGER**



**667 TO 677 BROADWAY, CORNER 3RD STREET.**

Midway between Battery and Central Park,

**THIS IMMENSE PROPERTY**

By far the Largest in New York, and one of the Great Hotels of the World.

**THE LOCATION IS UNSURPASSED.**

THE NEW RAPID TRANSIT ELECTRIC LINES passing the doors run the entire length of Broadway, from the Battery to Central Park, passing all the Fashionable Stores, Theatres and Principal Attractions of the City.

ALL CROSS-TOWN CARS TRANSFER AT BROADWAY WITH THE ELECTRIC CARS, taking guests direct to the hotel from every ferry, steamer-dock or station

GRAND CENTRAL DEPOT Passengers can take LEXINGTON AVENUE ELECTRIC CARS, one block east of the station, direct to or from the Hotel to 42nd St., or Fourth Avenue Street Cars direct to ASTOR PLACE or BOND St., one block in front.

Passengers ARRIVING BY ANY OF THE FERRIES, or either FOREIGN OR COASTWISE STEAMERS, can take any Cross-Town Car, or walk to Broadway and take Electric Cars direct to the hotel; or via. the 6th Avenue Elevated, stopping at Bleecker Street Station, 3 minutes from Hotel.

**THE CENTRAL WILL BE RUN ON BOTH THE AMERICAN AND THE EUROPEAN PLANS.**

The regular Tariff Charges for each Person will be:

For Room only . . . . .	\$1.00 and upwards.
For Room and Board . . . . .	\$2.50 and upwards
For Single Meals . . . . .	75 cents.

Rooms with Parlor or Bath Extra.

For full particulars, send for circulars, colored maps and other information to

**TILLY HAYNES, PROPRIETOR.**



# HOTEL RYAN

ST. PAUL, MINN.



Absolutely first-class in every particular.

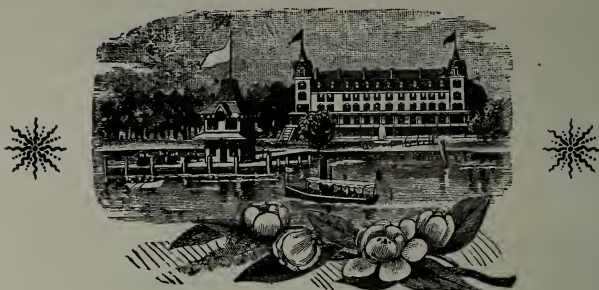
EUROPEAN PLAN.  
RATES, \$1.50 UPWARDS.

A. A. POCOCK, Proprietor.

# MAGNOLIA SPRINGS HOTEL



## MAGNOLIA SPRINGS, FLORIDA.



Magnolia Springs is situated on the beautiful St. John's river, twenty-eight miles south of Jacksonville, on the J. T. & K. W. R. R. and by steamboat on the St. John's river to and from Jacksonville.

Magnolia Springs is one of the most delightful spots in Florida. Its salubrious climate free from dampness at all times, its absolutely pure drinking water free from all contamination, together with its beautiful surroundings make it one of the most charming "resorts" in the **Sunny South**.



The magnificent "**MAGNOLIA SPRINGS HOTEL**," which is the principal attraction at this popular resort, is one of the most home-like and delightful hotels in the Peninsular state.

Among the sports that are indulged in here may be mentioned—Shooting, Fishing, Golf, Tennis, Boating, Swimming, etc., etc.



**This hotel has all the latest modern improvements.**

**ITS CUISINE AND SERVICE IS UNEXCELLED.**

**Open from November to May. AMERICAN PLAN.**

**O. D. SEAVEY, PROPRIETOR.**

# Ebbitt House

WASHINGTON, D. C.



AMERICAN PLAN.

~~~~~  
**Army and Navy Headquarters.**

~~~~~  
H. C. BURCH, Proprietor.



# BILLINGS

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Thriving City of Great West, with Most Brilliant Future.

---

BUSY CENTER OF STOCK  
AND FARMING EMPIRE.

---

Real Metropolis in Construction, Energy and Progress.

---

THE boundless West is thickly dotted with bright, progressive, and enterprising cities—metropolitan centers of the near future, towns which are destined to become rich and powerful. Prominent among these little cities of today, and with a future which none of them can surpass and few can equal, is Billings, county seat of Yellowstone County, Montana.

Here is a thriving, growing city, superbly located, with every advantage of climate, and with an agricultural and stock-growing district stretching for 125 miles in every direction. The land is mostly of the kind that responds readily to irrigation, with rich black loam for soil, and the variety of successful crops is only rivaled by the astonishing quantities produced. Alfalfa prospers here even as it does at Los Angeles; wheat, oats, and potatoes flourish, and the beet-sugar crop is becoming a great factor in the region. The largest beet-sugar factory in the United States is located in Billings, and cost \$1,250,000 for construction and equipment.

Vast stock ranges surround Billings, horses, sheep, and cattle being raised in enormous herds, while the woolclip of the district is so great that Billings is now the largest initial wool-market of the world. With such advantages in the way of agriculture and live stock, it is small wonder that the railroads are doing their best to help the city. The Chicago, Burlington & Quincy and the Northern Pacific lines have their junction at Billings; the town is the southern terminus of the Billings & Northern, and new railroad buildings of all kinds are being rapidly erected. The railroad connections with Billings give the city easy access to the coal, oil and gas fields of Southern Montana and Northern Wyoming.

Billings is a rich, handsome, and finely constructed city. Seven banks are located here with deposits of \$4,500,000. Big factories, well-stocked wholesale and retail houses, newspapers, theaters, and automobiles are all much in evidence, proving Billings to be thoroughly metropolitan in every detail. Billings boasts of some superb residences, one of which—the home of Mr. P. B. Moss—is one of the most magnificent homes west of Chicago—a palace in construction, size and detail.

Billings has established a high position in the list of American cities, and has a golden future, without any danger of setback.

# **HOTEL NORTHERN**

## **BILLINGS, MONT.**

(EUROPEAN PLAN)

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### **EXCELLENT CAFE AND GRILL ROOM IN CONNECTION**

Steam Heat. Electric Lights.

Hot and Cold Water and

Telephone Service in All Rooms.

Rooms with Bath Single or En Suite.

Large Well Lighted Sample Rooms.

**ROOMS \$1.00 TO \$2.00 PER DAY.**

---

There is nothing adds so much to the prestige of a city in the estimation of a stranger as a FIRST-CLASS HOTEL. First among those of the prosperous little city of Billings, Montana, comes the new and elegant "Hotel Northern," which for comfort and elegance is surpassed by few hotels in the west. The location is the most desirable in the city, fronting as it does on two of the principal streets and within a few minutes walk of the wholesale and retail houses, banks, theatres, etc. The rates are reasonable and the accommodations are of the best.

### **Headquarters for Tourists and Commercial Men.**

STOP, REGISTER, and be entertained at a delightful home, where rest is possible, comfort assured and every reasonable want gratified.

**NORTHERN HOTEL CO.**  
PROPR'S.

**J. W. DOBBINS,**  
MNG'R.

# STRATER HOTEL

## DURANGO, COLO.



**A Modern and Up-To-Date Hotel.**

Lighted Throughout by Electricity and Heated by Steam.

**THE STRATER** is the only first-class hotel in Durango. It is located in the heart of the business section of the city, and is a favorite stopping place for tourists and commercial travelers.

An American House, on the American Plan, with an American  
Welcome For All.

Noted for the Excellence of its Cuisine and Service.

**STILWELL & CO.,** PROPRIETORS.

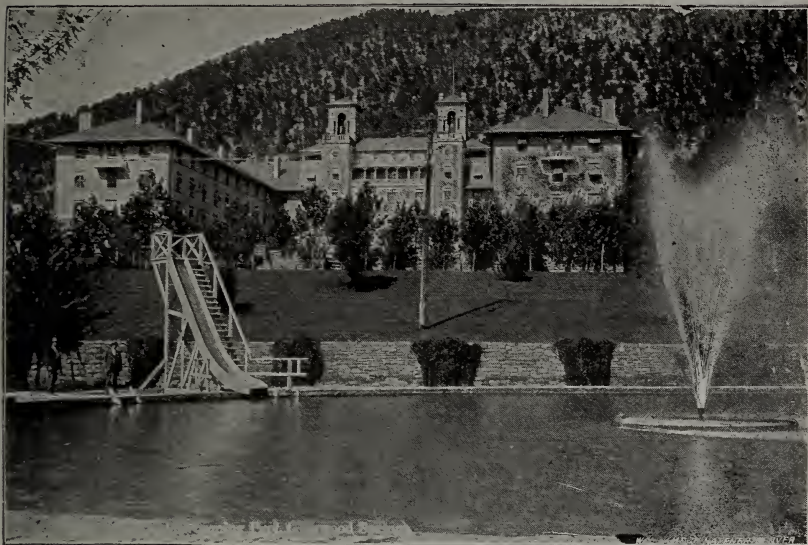


# THE COLORADO



In the Heart  
of the  
Rocky Mountains

**GLENWOOD HOT SPRINGS, COLO.**



**T**HE COLORADO is one of the finest resort hotels in America. It is on the transcontinental lines of the Denver & Rio Grande and the Colorado Midland Railways. All modern improvements. Altitude, 5,200 feet.

**HOT WATER BATHING BOTH WINTER AND SUMMER.** The bath house, built of peach-blow sandstone, was erected at a cost of over \$100,000, and is one of the finest in the world. The Swimming Pool is 700 feet long and 100 feet wide.

For Full Information, Descriptive Pamphlets, Etc., apply to

**BOSTON: RAYMOND & WHITCOMB,**  
296 Washington St.

**NEW YORK: H. E. TUPPER,**  
353 Broadway.

**PHILADELPHIA: RAYMOND & WHITCOMB,** **CHICAGO: J. W. SLOSSON,**  
1005 Chestnut St. 236 Clark St.

**THE HOTEL COLORADO COMPANY, LESSEE.**

**E. E. LUCAS, MNG'R.**

## Muskogee's New Hotel

# THE TURNER Muskogee, Indian Ter.

This New, Modern, Elegant, *and* strictly up-to-date hotel is the pride *of* Muskogee, *and* acknowledged to be one *of* the very finest hostelries in the southwest

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### **Noted for the Superior Excellence of its Cuisine**

Situated in the center of the business district of the city and convenient to the principal wholesale and retail houses, banks, places of amusement, etc.

### **American Plan**

Rates consistent with first-  
class service and  
accommodations

Muskogee is the principal city in the oil and gas belt in the Indian Territory, and "The Turner" is its leading hotel.

---

**Headquarters for Tourists and Commercial Travelers**


**AMOS GIPSON,  Proprietor**

# Hotel Mecca


**COFFEYVILLE, KAN.**



THE MECCA is the leading hotel of Coffeyville and second to none in the State. It is centrally located and but a few minutes walk from the leading Wholesale Houses, Banks, Theatres and Railway Depots.



Lighted by Electricity and Heated by Natural Gas.



***Service and Accommodations First-class.  
Popular Prices.***



Conducted on the American Plan.

***Rooms with Bath on Every Floor.***



A Favorite Stopping Place for Tourists and Commercial Travelers.

An excellent \$2.00 and \$2.50 per day hotel.



**E. J. & H. H. HINES,**

Proprietors.

A. O. ST. CLAIR, Manager.

# HOTEL MURRAY

## OMAHA, NEBRASKA.



### AMERICAN PLAN.

Heated by Steam and Lighted by Gas and Electricity throughout  
100 Rooms Single and EnSuite. Several Bath Rooms.

*FINE SAMPLE ROOMS.*

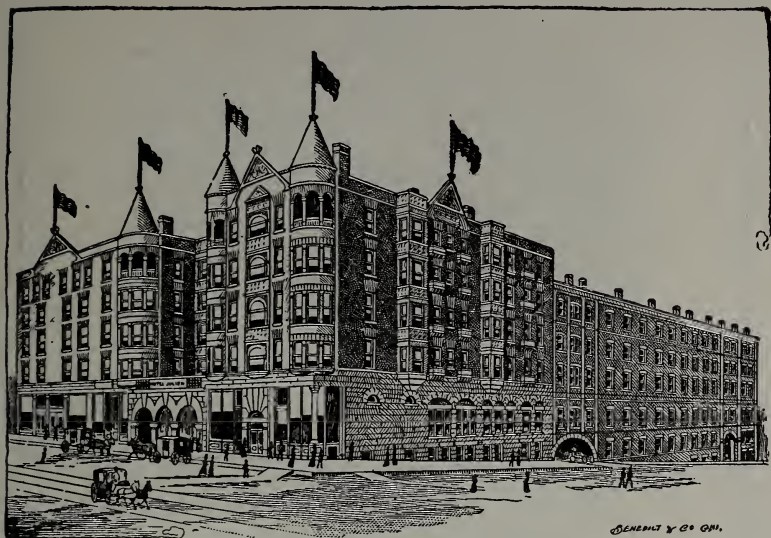
Rates \$2.50 to \$3.00 per day. Service and Accommodations First-Class.

**C. BROWN, PROPRIETOR.**



# HOTEL JULIEN

## Dubuque, Iowa



**T**HE above cut illustrates in miniature the splendid **Hotel Julien**, which is charmingly located on the principal business street in the live and progressive city of Dubuque.

**The Julien** is absolutely First-Class in every particular.

Steam Heat, Electric Lights and Telephone Service in every room. Rooms both single and en-suite.

The service in Dining Rooms, and throughout the house is of the highest and most efficient character.

**Cuisine Unexcelled in Every Detail.**

Headquarters for Tourists and Commercial Travelers.

An American house, on the American Plan, with an American welcome, for all.

**W. C. Keeley, Manager.**

# KEYSTONE HOTEL

— JOPLIN, MO. —

This elegant and thoroughly Modern Hotel is located in *JOPLIN*, the greatest Lead and Zinc mining district in the United States.

*THE KEYSTONE* is up-to-date and strictly First-Class in every particular. It is located in the very heart of the business section of the city and convenient to the wholesale and retail houses, places of amusement, etc.

Under its present popular management "The Keystone" has been brought to a high standard of excellence until it now ranks favorably with many of the leading hotels in the metropolitan cities of the country.

## Recognized Headquarters for Commercial Travelers

This house is also the favorite stopping place for capitalists from the East who are interested in mining enterprises in the Joplin district.

Rooms single or en-suite with all the latest modern improvements

**AMERICAN PLAN**

**E. E. SUMNER, MANAGER**

# National Hotel

PEORIA, ILL.



## Peoria's Leading Hotel

Recently Refurnished and Refitted Throughout.

Over 200 handsomely furnished rooms, both single and en suite.

100 Rooms with private bath attached.

AMERICAN and EUROPEAN PLANS.

Local and long distance telephones in every room.

Strictly first-class in every particular. Rates reasonable.

Exceptional location. Electric cars pass the hotel in all directions.

Convenient to banks, theatres, wholesale houses and railway depots.

Lighted by electricity and heated by steam throughout.

Large and elegant office and lobby on ground floor with all modern conveniences.

Hot and cold running water in all apartments.

## Cuisine and Service Strictly Up-to-date

Headquarters for Commercial Men.

THE NATIONAL is one of the most popular hotels in the State.

**DICK TOWNSEND, Proprietor.**

# SNAPP'S HOTEL

## *Excelsior Springs, Mo.*



NEWEST and BEST EQUIPPED Hotel in Excelsior Springs. Location Central.  
Long Distance Telephone in Every Room. Everything Strictly Modern,

**RATES—AMERICAN PLAN, \$2.00 AND UPWARDS.**  
**EUROPEAN " \$1.00 " "**

Headquarters for Commercial Travelers. Free Sample Rooms.

Capacity: Upwards of 100 Rooms—35 with private bath.

Hot and Cold Running Water in all Apartments- Elegant Box Springs and Hair  
Mattresses in all Guest's Apartments throughout the House.

Excelsior Springs, Mo., is famous throughout the Country on account of the  
curative properties of its medicinal waters. and SNAPP'S HOTEL is its leading  
hostelry.

**S. E. & J. W. SNAPP,**  
OWNERS AND PROPRIETORS.



# Excelsior Springs

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**MISSOURI CITY RIVALS BOTH  
HOT SPRINGS AND CARLSBAD**

---

**THOUSANDS OF INVALIDS find the Spot A HEALTH MECCA**

---

**New Health Resort is within easy reach from all portions  
of the Country, while its Mineral Waters show  
almost Unrivalled Curative Qualities.**

---

Excelsior Springs, located in Clay County, Mo., is not one of the oldest of American Health Resorts. It dates back only to 1881, but it already ranks as one of the foremost, and its fame is increasing year by year. The Missouri town is the seat of four almost incomparable springs, bubbling over with a peculiar iron-manganese water—a combination so uncommon that four of the local springs—the Salt Sulphur, Sulpho-Saline, Siloam, and Regent—are the only places in the United States where this water is found in pristine purity. This water, rivaling the long-noted water of Carlsbad and Hot Springs—a wonderful laxative and of vast medicinal value in the treatment of numerous diseases—has made Excelsior Springs famous, and a splendid health resort is springing up at the Missouri City.

There is no "season" at Excelsior Springs—the water is as good at one time of the year as another, and the climate is mild and equable—hence the place, and all that it contains, remain wide open the whole year 'round. It is a beautiful little city, attractively built, and containing about 4,000 people, aside from the thousands of visitors. It has excellent hotels, ten in number, splendid electric light and waterworks plants, no mosquitoes, and admirable facilities for bathing. This item, is, of course, an important one at any springs resort, and the bath-houses of Excelsior Springs are well worthy of praise and commendation. The town is in the center of a splendid farming district, and transacts an immense volume of annual business. During the past 18 months nearly \$700,000 has been spent in building operations. There is an excellent school system, while amusements of many kinds are provided for residents and visitors. Prices of all

accommodations in Excelsior Springs are most reasonable. The town is easily reached by a network of railroads, and is within a night's ride of Illinois, Wisconsin, Missouri, Iowa, Kansas, Nebraska, and even Minnesota points. The Wabash R'y, the C. M. & St. P. R. R. and many branch lines, run to Excelsior Springs.

The famous Salt-Sulphur Spring produces a water which, by analysis and the still more convincing test of time, has been proven a valuable remedy for constipation, catarrh, rheumatism, and many other diseases. The Siloam Springs produces a ferro-manganese water free from organic matter, and consumed in immense quantities at the Springs. It is not only healthful, but unusually palatable.

The Regent Spring bubbles forth with a water which is a wonderful diuretic and uric acid solvent. It is an extremely strong water, and is extensively shipped even to European patrons.

The Sulpho-Saline Spring produces a water which shows different elements and chemical combinations from the others, and which is stimulative and medicinal to a high degree.

These mineral waters are making the little city famous, and the town, splendidly located, with an up-to-date, progressive class of citizens, accepts its laurels modestly, and enjoys well-deserved prosperity.

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# The Benton Hotel

## EXCELSIOR SPRINGS, MO.

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Operated on the **American Plan** and every effort put forth by the management to combine all the conveniences of a thoroughly equipped modern hotel with the comforts of a well appointed home.

The location of the Hotel Benton is exceptionally desirable, being opposite the beautiful Elms Park.

**The Service and Accommodations of this Hotel are First-Class.**

Mineral waters served to guests of the house as requested.

Poultry, dairy products, vegetables, etc., are brought in every morning from The Benton Farm, thereby insuring their freshness and purity.

**A Delightful Home for Either Tourist or Invalid.**

**GEO. C. KIDD, Proprietor.**

# LIFE AND HEALTH

## Salt Sulphur Water Brings Both to Its Users

**FEW MINERAL SPRINGS PRODUCE EVEN ITS  
APPROXIMATE EQUAL.**

Most Famous Waters of Carlsbad Can Claim No Superiority to the Laxative Now Within Easy Reach at

### EXCELSIOR SPRINGS, MO.

**MINERAL SPRINGS**, giving forth waters of medicinal value, have long held vast renown in many sections of the world, and the discovery of a new spring, with really valuable water, has always meant that the place would soon become a Mecca for both invalids and society. Among the newer resorts of this kind is Excelsior Springs, Mo., where Salt-Sulphur water, proven by both analysis and actual use to be a panacea among all mineral waters, is now consumed and shipped in enormous quantities.

**SALT-SULPHUR WATER**—a laxative, a remedy for constipation, and a deadly foe to catarrhic conditions—is fast gaining the highest standing among physicians all over the world. Its curative virtues are in no sense inferior to those of the famous Carlsbad and Baden-Baden waters, and as it does not lose strength through shipment, it is being sent in barrels to the most distant points, without deterioration of medicinal qualities. The analysis of the water tells its own story, and is as follows:



**Salt Sulphur Pavilion, Excelsior Springs, Mo.**

**ANALYSIS.**—The more valuable constituents of the Salt-Sulphur Water are the magnesium salts, iron bi-carbonate, salt sodium, iodite and bromide sodium sulphate, and sodium hydrosulphide. Combining the above constituents and adding the oxygen and hydrogen with which they are combined the result in grains per United States gallon of 231 cubic inches are:

Magnesium Bicarbonate.....	5.686	Sodium Hydrosulphide .....	.192
Calcium Bicarbonate .....	49.768	Magnesium Sulphate.....	23.556
Ferrous Bicarbonate. ....	.869	Sodium Bicarbonate .....	1.994
Potassium Sulphate.....	1.379	Sodium Bromide .....	1.050
Sodium Chloride.....	544.553	Sodium Sulphate.....	5.248
Sodium Iodide .....	.840	Silicic Acid .....	6.47




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# Hotel Gayoso

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## MEMPHIS, TENN.

MODERN FIRE-PROOF HOTEL BUILDING.

150 ROOMS WITH BATH.  HOT AND COLD WATER IN EVERY ROOM.

Most Handsomely Furnished Hotel in the South.

EUROPEAN PLAN

A. L. PARKER, Asst. Mgr.

L. P. PARKER, Manager.



# THE DENSMORE

## KANSAS CITY, MO.



Located close to Shopping, Financial and Theatre Districts.  
Convenient for all purposes.

**RATES: AMERICAN PLAN, \$2.00 TO \$3.50 PER DAY**  
**EUROPEAN PLAN, \$1.00 TO \$2.50** " "

Special Rates by the week upon application.

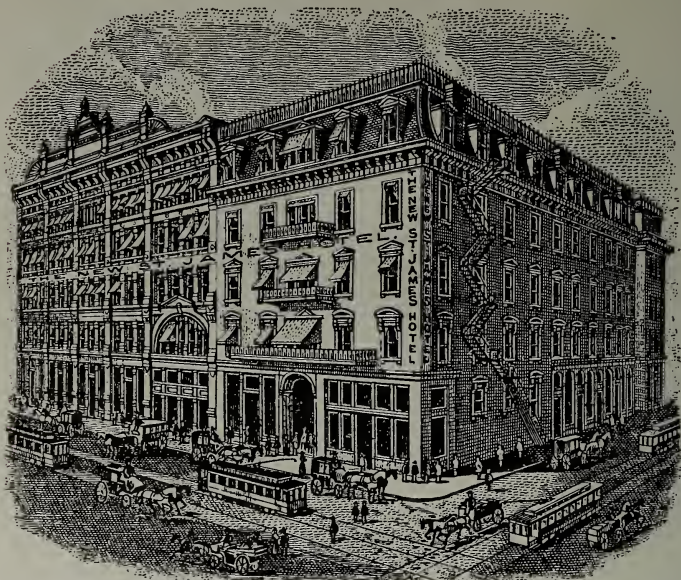
Take cars marked "Independence Avenue," at Union Station, get off at 8th and Locust streets, and walk one block south.  
Strictly **FIRST-CLASS** in every particular.

**DENSMORE HOTEL COMPANY, Proprietors.**

**JAMES KETNER, President.**

# ST. JAMES HOTEL

CORNER BROADWAY and WALNUT STREET  
ST. LOUIS, MO.



The "NEW ST. JAMES" has just recently been remodeled, refitted and refurnished throughout, and is Strictly First-Class in all its Appointments. Located in the Very Heart of the Business District of the City, and Convenient to the Principal Theatres, Banks and Wholesale Houses.

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**AMERICAN AND EUROPEAN PLANS.**

---

RATES REASONABLE ❁ ❁ ACCOMMODATIONS THE BEST.

---

The "St. James" is Lighted by Electricity and Heated by Steam Throughout.

**P. SHORT, PROPRIETOR**

# Sanitarium Hotel

Banff, Alberta, Canada.

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The Pride of the "Springs City" and a Model  
Hotel in every respect.

---

American Plan and Strictly First-Class.

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VISITORS to the enterprising little city of BANFF, in the province of Alberta, are always attracted by the sight of a magnificent structure situated upon a slight elevation overlooking this charming mountain resort. It is the par-excellence of sites for such a structure as crowns it in the name of the "SANITARIUM HOTEL," a hotel that is surely worthy of all the praise that is accorded it.

The hotel covers a square, but its massiveness is made extremely attractive and ornate by picturesque architecture and charming surroundings. It would require volumes to describe it, and the scope of this item is merely sufficient to call the attention of the traveling public to its existence.

In connection with this splendid hotel is operated the BANFF SANITARIUM, with its 110 comfortably furnished rooms equipped with every modern improvement. It comprises a complete system of treatment for all diseases and has every device and arrangement for using the curative properties of the salubrious air and hot mineral waters which nature so abundantly provides at this location.

This splendid institution is owned and operated by DR. ROBERT G. BRETT, the man who made Banff famous, and to whom suffering humanity the world over is greatly indebted.

Dr. Brett is also the sole owner of the GRAND VIEW VILLA, a kindred institution located at the Hot Springs in this place and conducted along the same broad and progressive lines.

BANFF is located on the main line of the Canadian Pacific Railway, some 500 miles east of Vancouver, British Columbia.

For further information address W. H. SCARTH, Manager, Sanitarium Hotel, Banff, Alberta, Canada.



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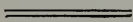
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May 14, 1905,	.	182,243.65
May 14, 1906,	.	309,281.36
May 14, 1907,	.	368,401.17
May 14, 1908,	.	399,429.15

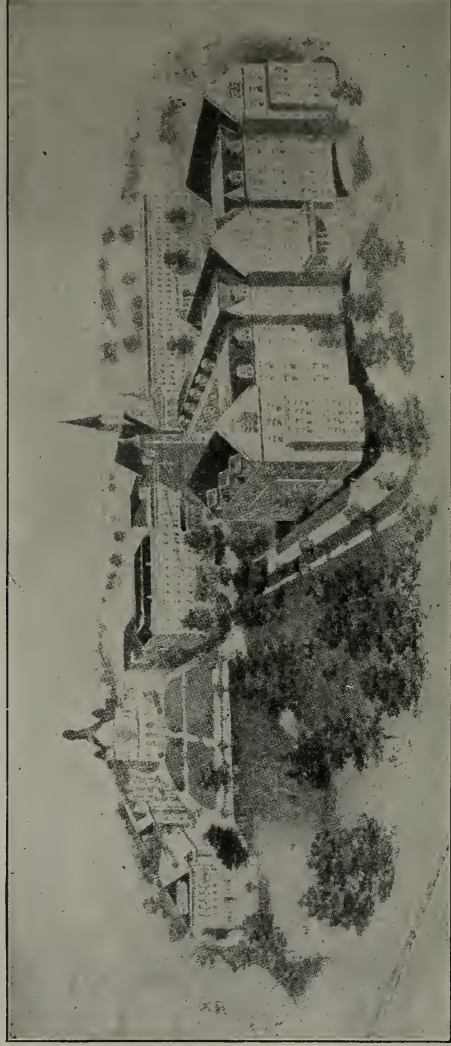
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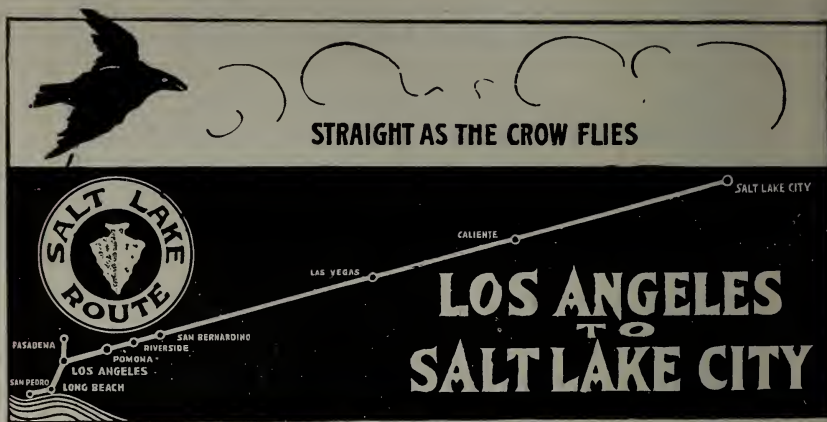
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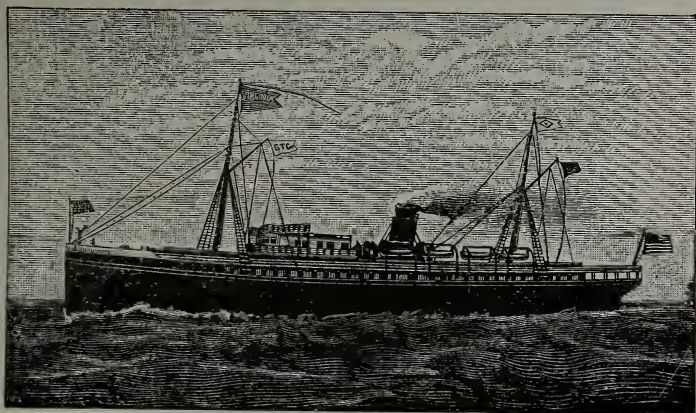


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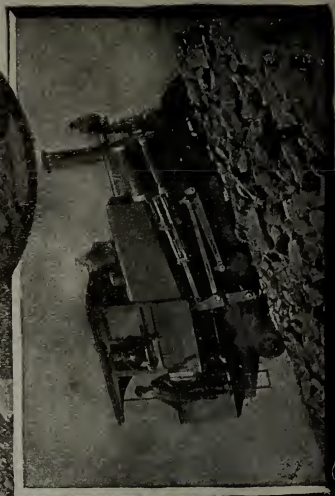
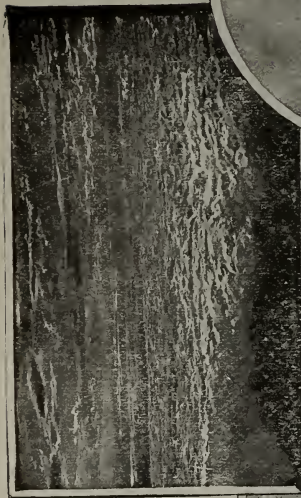
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HOLDS PLACE OF HIGH RENOWN

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Metropolis of Red River Valley is Leading Example of  
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**"Biggest Little City in the World" is Title Well Earned and  
Safely Grasped for Centuries to Come.**

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The people of Fargo, North Dakota, proudly style their bustling town "the biggest little city in the world", and the name is richly merited. Fargo is the busiest and liveliest commercial center of its size on the broad American continent today, and the volume of its activities is steadily increasing.

Located in Cass County, on the famed Red River of the North, Fargo is in a position of commercial supremacy. It commands the whole of the great new Northwest, a mighty country which is in the full flush of successful development, and which adds new areas of teeming population every year. This huge inland empire, one of the great granaries of Uncle Sam, concentrates its riches on the roads that lead to Fargo. Hither come the farm products of the rich Red River region, and the broad tracts of agricultural country extending far into the newly opened west. Hither come the live stock of enormous ranges, finding a ready market, and soon to find a still better mart, for Fargo is establishing stock yards and slaughtering facilities of its own. Into Fargo, from the East, come agricultural supplies in gigantic quantities, and Fargo is the second largest farm implement city in the country. It is a great railroad center, eight roads having direct lines to the North Dakota city, and other lines are fast extending branches into Fargo.

This hustling burg is well equipped with all that goes to make up the component factors of a progressive metropolis. It has well-built homes and splendid business blocks; solid banks, stores of every kind, both wholesale and retail; excellently paved streets, a fine fire department, up-to-date hospitals, and an admirable school system. Fargo is also especially proud of its famous agricultural college and its government experiment station, which has accomplished wonders in the line of discoveries calculated to help the American farmer. A magnificent Masonic Temple and some splendid theaters also add to the beauty and progressiveness of the Red River city.

Fargo is peopled by an excellent class of sturdy Americans, and the easterner who seeks to take up any form of legitimate business is more than welcome, while there is ample room in the hustling town for capital and judicious investment.


# DAWSON CITY

One of the World's Greatest Gold  
Producing Districts, better known as

## THE KLONDYKE



DAWSON is the official Capital of the Yukon Territory wherein resides the Governor of the District. The civil administration of the District is also centered here, as well as the administration of justice, the Gold Commissioners' Court and the Territorial Court.



From a mineral point of view, the future in store for the Klondyke district, of which Dawson is the center, is greater than its past, remarkable as that has been. There are enormous areas of Placer Land known to bear gold within a radius of 100 miles of Dawson yet undeveloped and awaiting capital. The installing of dredging and hydraulic machinery will revolutionize this business of placer mining in this district and will net the operators immense profits on their investments. Eastern capitalists are now engaged in building a number of the largest dredges ever constructed and the coming season will see several of those giant machines in operation.

Rich men in the East are quietly and systematically engaged in securing control of all the gold bearing creeks in the district. Large tracts of ground which was worked at a great profit by the primitive process of "panning" the gravel in the early days during the latter '90s, are now being worked

over by the dredging process, and are yielding fresh millions to the lucky owners, as by the latter process every particle of gold dust as well as the nuggets is secured. The present is certainly a most opportune time for the profitable investment of capital in the further development of the mineral resources of the Klondyke district which has already produced hundreds of millions in gold.

Dawson is a city in the Far North, and has a climate peculiar to this section, but that same climate has advantages that more than offset its disadvantages. The summer weather here is unequaled in any other quarter of the globe. Flowers of all kinds grow in profusion. Fine fruits also grow in the Yukon Territory, while the vegetables raised in this section are equal both in quality and quantity to the best raised in the most favored sections of the United States, for which there is a ready and growing market at home at fancy prices.

Apart from its scenic grandeur, life in the Yukon is incidentally picturesque in many of its essentials. This is especially so during the winter, which is pre-eminently the season of the Yukon. Daylight comes in midwinter about nine o'clock. At ten or eleven the mountain tops are tipped with a lovely sunlight, although the valley and town lie in shadow. Through November and December the valley residents have only this nodding acquaintance with the sun, or rather his reflection, for he casts his yellow lights for a few brief mid-day hours on the hill tops far above. Then early in January his golden majesty lifts his yellow rim above the horizon of peaks for a few brief minutes, which increases each day, until March bathes the town in floods of yellow light.

Dawsonites rank prominently among the liveliest and most progressive business men to be found in any section of the American continent.



Dawson prides itself on having as live and progressive a Board of Trade as any other city of its size in the Northwest, and communications addressed to either the President or Secretary of that organization will receive prompt attention.

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NEVADA, MO.

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New Mental Science Taught by the Missouri Philosopher and Literary Giant. Belief in Self-Reliance the Keystone to his Teachings.

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Over in Southwestern Missouri, in the thriving little city of Nevada, stands a superb edifice—a modern building in the strictest sense of the word, and a structure of which any city might be proud. This building is the home of a mighty enterprise, and is, in itself, a monument to the pluck, determination and ability of the founder. The building marks the location of the Weltmer Institute and School of Healing, erected by Prof. S. A. Weltmer—only a few years ago an unknown theorist and a poor but ambitious dreamer—today one of the most talked-of men in America, head of a vast and widely ramifying system of thought and healing and one of the most noted mental scientists even this generation of thinkers has ever known.

The Weltmer Institute had its foundation and its growth in S. A. Weltmer's dreams of the long ago. This man, a telepathic expert, an adept such as the Indian Yogis would have been glad to number in their brotherhood, and a genuine healer of ability dwarfing that of the "faith-cure" teachers of the land, started out in the accomplishment of his plans with nothing but courage—and ability to make good anything he might promise. He was, at first, met with smiles and polite negatives. Ere long he showed all with whom he came in contact that he was worthy of serious attention, and, day by day, his dreams came nearer realization. Today, as though the lamp of Aladdin had been rubbed, as though the magic wand of some great wizard had been waved, the dreamer of the past finds himself one of

the most prominent of the present era's forceful men. His Institute has risen in all its glory, and the little city of Nevada has risen with it. A town doubled in size; a city of magnificent walks and splendid homes—and a city that centers around the institute that Weltmer made—such is Nevada today. From a third-class postoffice to first-class; from a quiet little community to a city already stretching out its arms to a commercial empire—these are monuments that mark the career of Weltmer, the successful rise of the thinker who once found it so difficult to gain aught save a kindly smile.

The Institute of today occupies a splendid location in the best part of Nevada, but it is rapidly outgrowing its boundaries, so that plans are afoot for the construction of a branch or duplicate at Lake Park, a beautiful suburb of the town, where 40 acres of gently rolling land can be acquired, and where fishing, boating and baths in pure white sulphur water await all visitors to this delightful health resort.

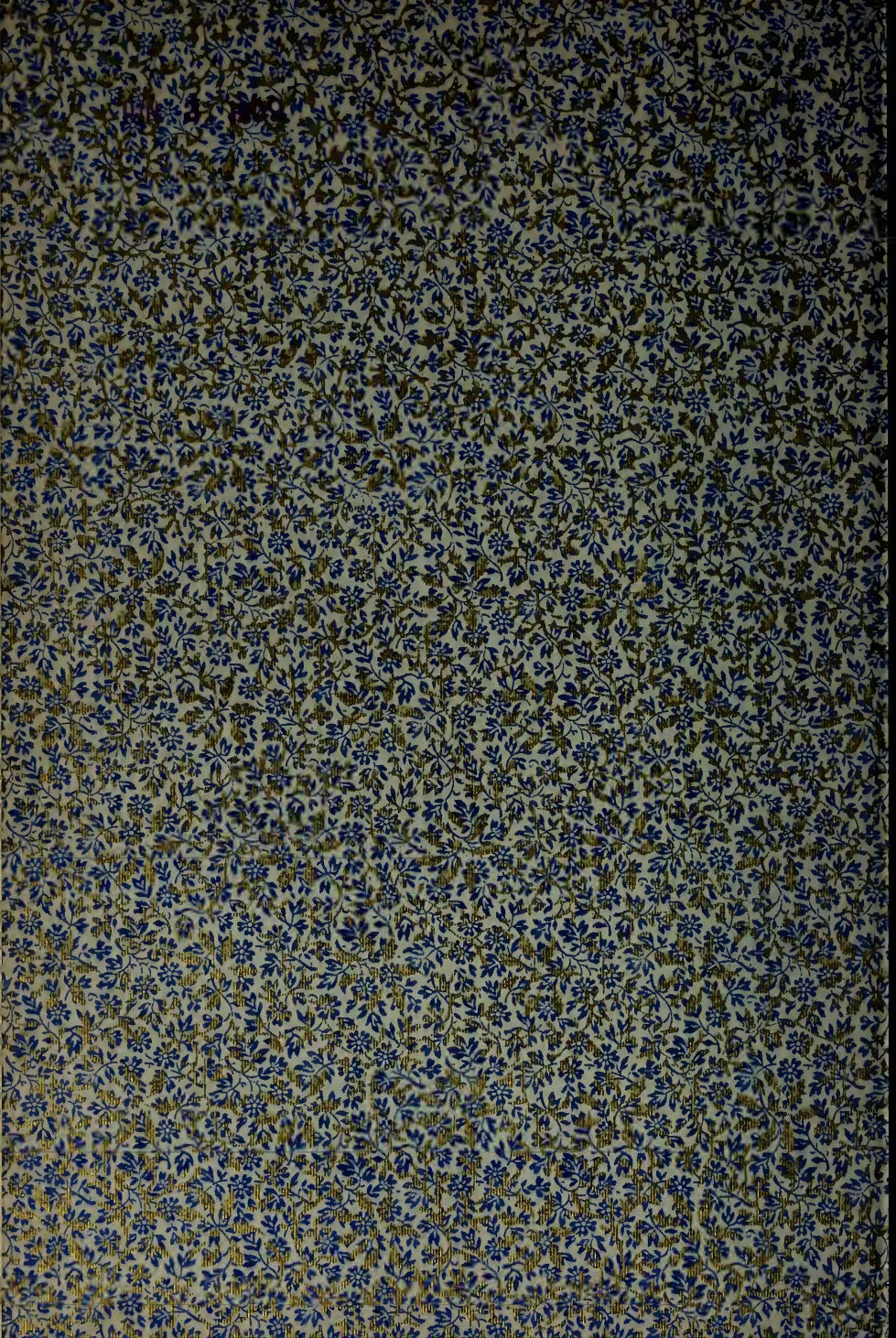
The Weltmer Institute handles its patients in a fashion wholly its own, and refreshingly different from the methods of the other theorists of the generation. Its founder sets a gospel of plain common sense high above all the theories and metaphysical empires of the past. "Knowledge is power" might be taken as his keyword, while the modesty of the man is such that he affects no monopoly in healing skill. It is his plainly spoken belief that anyone who takes the trouble to acquire the knowledge he possesses can accomplish all he has done. His staff of healers follow the same ideas, and the success of the system is best shown by the hundreds of patients, the list including many men and women of national prominence, including several United States senators, various congressmen and many others high in the councils of the nation.

Professor Weltmer himself is as unique and interesting as his Institute. His genius is of a calibre entitling him to attention from savants the world around, but he never forces himself upon public notice. What renown he has gained has been won by merit, not by puffing or self-praise. Not only is Weltmer a healer and a telepathic expert, but an author of uncommon ability. A long list of books and treatises, all ably written, beautifully worded and dealing with the most abstruse problems in the most graceful fashion, all bear the Weltmer stamp and were penned by the Nevada sage unaided, without even a collaborator.

The success of Weltmer and his Institute is now not even problematical—it is assured. Long may it continue.









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